

**Special Feature This Issue**  
"Paddling New Brunswick's St. Lawrence Shore"  
"Shallow Draft Rescue Minor" - "Normsboat"

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# messing about in **BOATS**

Volume 19 - Number 18

February 1, 2002



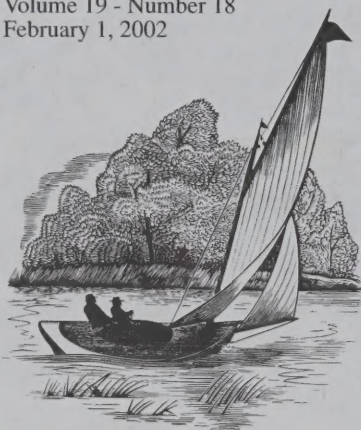
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# messing about in BOATS

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Volume 19 - Number 18  
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## Looking Ahead...

Ron Drynan reports on the 2001 "Buffalo Hydrofest"; Ron Hoddinott chronicles his "Assault on the Marquesas"; and Reinhard Zollitsch concludes his two part adventure serial "Paddling New Brunswick's Gulf of St. Lawrence Shore".

Jerry Kolb tells all about "Erin: A Restoration Journey"; Terry Shewmaker introduces San Diegos' oldest surviving watercraft, "Butcher Boy"; and Craig O'Donnell reveals all about "The Four Masted Catboat".

Robb White begins a series on "How to Build a Boat Like We Do It"; Peter Neal discusses restoration in "To a Bare Hull"; Charles Humpstone asks, "Why Wood?"; and Phil Bolger & Friends present "Marlin, a Lighter Sport Fisherman".

## On the Cover...

New Hampshire's Piscataqua River Gundalow replica faces an uncertain future after 15 years of bringing living history to the historic Portsmouth region. Learn more about this in this issue.

## Commentary...



Bob Hicks, Editor

Book reviews have really gotten going this past year on our pages after we solicited another round of volunteer reviewers from amongst those of you willing to take on the task of reviewing for us any book you found of interest from the list we published last summer. We had quite a run on books turning up here, and no way was I ever going to get around to reading them all and then writing up reviews.

Avid readers of all books nautical amongst you perhaps cannot understand my reluctance to indulge in what is for you sheer recreation, especially by the fireside in winter, or on the hook on a summer cruise. So many interesting books. But, alas, so little time for me. I have found the only way I can deal with my daily dose of things to be done is to get up at 5am and dig in. After supper I knock off for R&R and reading is it, I do not watch TV, other than weather and occasional special programs. But, the day has taken its toll and around 8pm the sandman begins to move in, my lids grow heavy, and I find myself laboring on the same page far too long.

This is not meant to imply that I am overworked, not so. Like anyone else still earning a living, I face daily things I have to do, things I ought to do, and lastly things I want to do. While some of the things I have to do and ought to do are also things I want to do, they are not all necessarily mutually concurrent. By the time most days when I get to the things I want to do, time grows short. Using any of it in a passive activity like reading just doesn't make it until I run out of gas after 12 hours or so going at it all.

So, the solution is to farm out the reading that is pertinent to this magazine (I do read non-nautical books also) and we have had pretty good luck with this approach. Most of you who have responded to my solicitation of reviewers and accepted a book have come through in fine style. A few have slipped away unheard from, but not many. Nobody gets paid to do this, but all get to keep the books accept to review for us. Occasionally I am questioned as to these volunteer's "credentials" as reviewers, but as I am not one to be impressed with "professional credentials" anyway, I point to the results. We have many articulate, intelli-

gent readers who do very nicely at book reviewing.

Right now we have about a dozen reviews in hand, good for at least the next few months at one or two published per issue. About a dozen more books are out there in reviewer land, I am in no hurry to hear from them as you can see. In sum, we have close to a year's worth of book reviews in the pipeline and I expect the new books will continue to arrive as they always have.

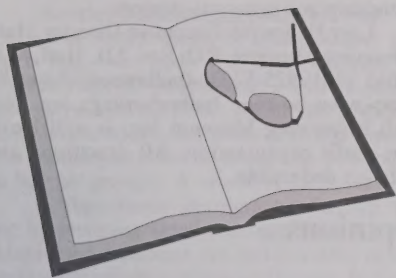
In most cases I do not solicit these review copies from their publishers, the books turn up "over the transom", a book publishing term for unsolicited manuscripts seeking publication. Occasionally I will respond to a publicity release about a book I find potentially interesting, offering to review it if they care to supply the review copy.

I notice that *WoodenBoat* deals with the plethora of books that pile in on them by reviewing one or two and then publishing a long list of "Books Received", each getting a brief paragraph outlining its subject. Well, with four times as many issues published in a year I can handle a lot more book reviews at one or two per issue. So I choose to review all that come in, even if it takes a while for them to get into print. Sure a whole lot fewer readers get to see our reviews, but hey, it's those of you who support this magazine with your subscriptions that I am interested in informing and entertaining.

Herewith a preview of coming attractions. We have in hand the following reviews: *Hard Bottom*; *Last of the Boom Ships*; *Light-houses of ME, NH, MA, VT, RI, CT*; *North Bay Narrative*; *Portsmouth Built*; *The Essential Boat Maintenance Manual*; *The Splicing Handbook*; *Tidecraft*; *Water Trails of Western Massachusetts*; *Wooden Boats*; *Working Thin Waters*; *New Plywoods Boats*; *Do Your Job*.

Still out there in reviewer land are the following: *A Doryman's Day*; *Boatowner's Guide to Using PCs Onboard*; *Complete Book of Sailing Knots*; *Essential Sculling*; *Sail Tall Ships*; *Canoe Rig*; *Bear of the Sea*; *The Annapolis Book of Seamanship*; *From Behemoth to Microship*; *Flying Cloud*; *Sailor's Illustrated Dictionary*; *AMC River Guide, MA, CT, RI*; *Boatbuilding & Boating*; *Sunk Without a Sound*; *Yachtsman's Guide to the Bahamas*.





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## Book Reviews

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### *Old Man River and Me*

By Mark Knudsen  
Published By Rutledge Hill  
Press, Division of Thomas  
Nelson, Inc., P.O. Box 141000,  
Nashville, TN 37214-1000

Reviewed by Mississippi Bob

---

I really enjoyed reading this book, but you must remember that I am a great lover of the Mississippi River.

Mark started his book with a very brief "what brought me to do this." In a very few pages he summed up his life in Des Moines, Iowa, prior to this trip.

He started his Mississippi adventure in a very logical way, he built a boat. He built a jon boat, painted it yellow, and named it *Dulcinea* after Don Quixote's lady-in-waiting.

This river trip began at the Water Gate Marina in St. Paul, Minnesota, and went downstream to the Gulf of Mexico. He traveled most of the length of the river that can be traveled by motor boat.

Reading this book, I found, is not so much about the river as it is about people he met on the river. He traveled downstream quite fast between stops. The stops are about 100 miles apart. Mark talked a lot about people that he met along the way. This is what the book is all about.

Mark traveled down river on the backside of a flood. If he made the trip another year, he would have found a very different adventure.

Mark worked his way down the river very rapidly and soon left my part of the river. Below the mouth of the Ohio, the lower Mississippi starts. It is a very different river that I have never seen. The river is much larger below Cairo and much more commercial.

As we travel down the river, the author makes a few statements about the way the river towns are changing their waterfronts to promote the gambling boats. He also gets into the utter pollution that he found on the lower river. He gets a bit political at points, but I must say that I agree with his opinions.

The thing that I liked the most about this book was the subtitle, "One Man's Journey Down The Mighty Mississippi." I liked the fact that he recognized that others had "been there, done that" before him.

My pen name, Mississippi Bob, was dubbed on me rather sarcastically by a friend who has written many canoeing books. His feeling is that someone must be odd who would spend any time paddling a canoe on the river. He named me in sarcasm, but I have been wearing the title proudly.

I have worked on the river most of my adult life. Been out there since 1960 most of the time. Nearly 30 years of that time I spent working at locks near the upper end of the navigable river, and I have met a lot of folks heading down the river having an adventure. I play out there also and have had a few adventures of my own.

Even though I have never traveled on the lower Mississippi, I have worked with boat crews for years and I feel that Mark did a very good job of describing the poor folks who work out there. They tend to be suspicious of strangers, especially Yanks. Mark did a good job of giving this picture.

I wish I had kept notes and gotten names of all the folks that I met passing through my portion of the river. I worked with a few on a very personal level and helped them on their way. I could write a book about all the adventures that I'm aware of, but I didn't keep notes.

I have read other accounts of people's trips down the river and this book, *Old Man River and Me*, rates up there among the better ones that I've read.

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### *One Good Story, A Mississippi Kayak Journey*

By Ron Severs  
Copyright 2000, \$14  
Nodin Press,  
Division of Micawber's Inc.  
525 N. Third St.,  
Minneapolis, MN 55401

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*One Good Story* is a short paperback book about a long kayak journey the full length of the Mississippi River. In the Afterword, the author relates: "There are two kinds of people who ask questions about the journey: The 'Wows' are the first group. These folks are the ones whose eyes widen and whose faces brighten with smiles. I can sense the questions building in their minds, and then those questions come in rapid fire. The Wows wish they had been with me on the journey, or wish they could someday do it themselves. The other category is the 'Whys.' Whenever I encounter a Why, a puzzled look comes across their face,

followed by a question: 'Why would you ever want to do something like that?'"

The book is not a day-by-day log, but a collection of stories arranged by topics, yet roughly chronological. His topics are The Little Mississippi, Dams and Locks, People on the River, and The Third Danger. The Foreword describes some of the planning and equipment used. The boat (a 17' fiberglass sea kayak) was borrowed from a neighbor, and methods of packing and camp set-up were described.

The Foreword ends with this note: "Preparation for the river adventure included only one major misconception. It had nothing to do with the speed of the winds I would encounter, the power of river currents, nor my own stamina to paddle a journey of this distance. It had to do with people. When I took that first dip of the paddle at the headwaters, I had convinced myself of the prudence of avoiding contact with people. My reasoning was sound (or so I was convinced). There was the chance of bodily harm and, of course, opportunity for theft by strangers. I could not have been more wrong. When I reminisce about the journey, it is the encounters with people I met that are my fondest. An outright smile, a willingness to share, a friendly hello, all were commonplace on the river. And river people all seemed to want to hear one good story."

This is a story that will appeal to most readers of this magazine. Some may find it a little light in certain details, especially if they were planning a similar trip. He described very little so far as re-provisioning supplies of food and water as he traveled; he told of what he looked for in finding campsites along the river, except that he never mentioned how he handled the necessary sanitary details. The book included several good general maps showing the complete river and some segments; there was also a reproduction of a detailed river chart, but the source for obtaining such charts was not given. He described the procedures for locking through the locks, which he learned by doing; he also told of portaging around the dams when such was a physical option and the wait for locking appeared to be too long. The book includes many good black and white photographs; it would have been wonderful if they could have been in color.

After telling that his fondest memories were encounters with people, I was disappointed that he only related six incidents in the People section of the book. In 43 days there must have been more stories he could have told. In comparing this book with William Least Heat Moon's *River Horse*, I found Severs more genuine and to the point; he obviously didn't have Moon's budget or resources, and he doesn't have the causes to push that Moon had.

I found the proofreading kind of lax; several times levee was spelled levy, and past slipped in for passed. Also, the chapter on Duane and his dog Marso DeBois seemed to end right in mid-sentence.

According to the blurb on the back cover, Ron Severs is a Forester-Land Manager for the University of Minnesota's College of Natural Resources and by nature a journeyer. It reports that he has recently completed another solo kayak trip down the Missouri River and is planning to paddle the Ohio River in 2001. Watch for some more books.



# You write to us about...

## Information of Interest...

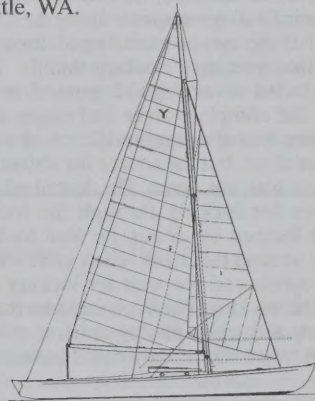
### About Our Yankees...

In his inquiry in the January 1 issue looking for Yankee #1, Bill Stocker mentions his pleasure at finding two Yankees in our fleet here at the Center for Wooden Boats in Seattle. We have had them for about ten years, the *Venture* and *Yankee Clipper*. Both were built by Lester Stone in San Francisco in the '50s. Due to the growth of our fleet of boats we have just sold *Yankee Clipper* to the Lester Stone Yard. They plan to keep her as an example of the quality of their craftsmanship.

I had a lot of sails on our Yankees teaching kids and taking senior citizens for rides. Norm Blanchard, the retired shipwright whose Blanchard Boat Company was synonymous with excellence, now lives in a retirement community. He has arranged several tours for them to the Center for Wooden Boats. Norm would skipper one Yankee and I the other as we sailed around Lake Union. It was great fun for me and total bliss for Norm.

The *Venture* has just received a major rebuild of the vulnerable transom/horn timber area, as well as new floor timbers, and should be able to provide many more years of service. The *Yankee Clipper* was donated to us by Chris Chesley. I will miss her.

Dick Wagner, Center for Wooden Boats, Seattle, WA.



### Navigator's Little Cod

Our newest model is an old favorite along the Canadian coast, built for hard usage in boats and small camps, designed for heating and cooking and styled to reflect the traditions of life at sea.

This ruggedly beautiful cast iron stove is the result of over 80 years of refinement. Its simplicity and reliability will be a welcome addition to any galley, cabin, or pilothouse. Economical to run and maintain, this source of dry heat undoubtedly will be the greatest contributor to comfort aboard your yacht. The stove's porcelain enamel coating, which is available in five standard colors (plus a custom color option) will provide excellent service in applications involving salt air/water exposure. A Little Cod, will provide all the benefits that only a traditional solid fuel stove can deliver plus the assurance that you have selected a product that has been built to last.

Height: 11.25" (28.5cm) to top of cook

surface, 13" (33cm) to top of sea rail.

Width: 18" (45.75cm.).

Depth: 13.75" (35cm.).

Weight: 40lbs. (18kg.)

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### Yankee One Design 30'6"

In 1937 19 proposals were submitted to a consulting team of W. Starling Burgess, L. Francis Herreschoff and Frank L. Paine. They chose the best three, revised them, and came up with this design.

The Yankee Class was developed for inter-club racing. It is a boat that can sail well in varied wind and water conditions.

Yankee #1 was built in Saugus, Massachusetts in 1937. *Yankee Clipper* was built in 1950 at the Lester Stone Boat Yard in San Francisco. It was donated to the Center for Wooden Boats in 1990, after extensive restoration, by Chris Chesley and family.

### Friends of Pilot

These are tough times for non-profit organizations. You all have heard about diminishing philanthropy in the wake of September 11, a challenge complicated for Massachusetts agencies by the lack of budgets for both the city of Boston and the Commonwealth. Fairly radical cuts that may impact programs like ours at the Hull Lifesaving Museum are expected when those budgets finally are approved.

In this economic climate we are working to restore *Pilot*, the first pilot gig built by museum crews and the reigning queen of our fleet. Built in 1988, *Pilot* has labored long and hard during her 14 years of rugged service, with over 5,000 kids and adults tromping along her deadwood, slamming onto her thwarts, and hauling on her oars while learning to row and explore the wonders of Boston Harbor from across her gunwales.

We are planning to re-launch *Pilot* in May, 2002, and in order to meet this deadline we need your help now. We need to raise \$15,000 to restore *Pilot*. Gifts to the Hull Lifesaving Museum will have more impact than ever before thanks to a Challenge Grant that will match every gift of \$100 or more. Please help us reach our goal. Thank you for your

friendship and generous support.

Lory Newmyer, Executive Director, Hull Lifesaving Museum, P.O. Box 221, Hull, MA 02045, (781) 925-5433, [hullmuse@channell.com](mailto:hullmuse@channell.com), [www.bostonharborheritage.org](http://www.bostonharborheritage.org). The Hull Lifesaving Museum Inc. is a 501(c)3 non-profit organization. All donations are fully tax deductible.

## Opinions...

### Wretched Excess

I think it is laudable that you and others write about the wretched excess exhibited by many of the boating public in their large, fast, powerful motorboats that inevitably leads to dangers to us in our modest little put-puts.

We have our share of this insanity here on Lake Minnetonka, to the extent that my wife and I do our gunkholing on weekdays, and let the yahoos take over on weekends, when the lake gets so crowded with fast, dangerous boats that there is no pleasure left, at least for us. My neck used to get sore from the necessity of twirling my head constantly to monitor the scene 360 degrees trying to get back to port in one piece.

I vividly remember our closest shave when one day a large yacht, perhaps 45' or 50' in length, bore down on us in our eighteen-footer on our port beam, doing perhaps 20 knots, with no indication that he was going to alter course. To my horror, I realized that no one was at the wheel, he had it on autopilot, and was in the cabin, probably mixing drinks. I narrowly missed catastrophe by altering course myself, and gunning our engine as fast as I could. This guy was high on my W.E.I. (wretched excess index).

Considering that the trend toward higher speed, horsepower, and yeah! PERFORMANCE! is our apparently ineluctable fate in this country, the problems created are probably intractable, and the best thing that we can do about it is to keep hollering. Since you people in the publishing business have the loudest voices, keep the bully pulpit alive!

Wes Farmer, Wayzata, MN

### Fred Shell & the American Dream

What a delightful, practical and efficient little cat! Filling that gap in the market for cats as *MAIB* fills it for all of us who cannot rationalize spending a lot on our boating hobby while living on a tight budget. It reminds me of the "American Dream".

It was 1949 when I first set foot on American soil. It was in New York. I was standing in front of a shop which was selling all kinds of low price stuff, most of it useful but simple. The proprietor came to stand beside me. "Do you like the doll?" he asked. I hadn't noticed the doll but now I saw it. "Yes," I replied, to humor him. The doll was naked with a head with a pleasant face, a stuffed doll with arms and legs but no hands or feet. It was priced at 99¢. A doll a poor mother could afford; a doll a little girl could dress up, with ma's help, with left-over pieces of material.

The man told me, "I make 2¢ on that doll," and then after a pause added, "I sell millions of them." He had obviously spotted me as a foreigner and he was trying to tell me something. It made me think of Henry Ford, no matter what his flaws, who produced a car that anyone could afford.



Another businessman put it this way: "A European businessman or manufacturer expects that everybody who buys his type of product buys his. Maybe only 2% of the populace can afford his price, but he has cornered that market. Monopoly is his goal. His American counterpart plans on everybody being able to buy his product. A world of difference."

A Yugoslavian immigrant makes his living by restoring small one story sagging and dilapidated dwellings, not just to a level of livability, but offering charm and beauty. In eight years he became a millionaire. "On paper, of course," he said, "but it helps when getting a loan from the bank." He rents his restored properties for affordable prices.

These people served that section of the populace which could be called the "less fortunate", and in the process managed very well for themselves.

So does this "only readable boating magazine left," to quote from a reader's letter. So is Fred Shell with his approach to small boats.

Thank you Fred, thank you Ed! And many, many others.

Richard Carsen, Phelan, CA

## Projects...

### Best Boat

Here is a photo of my best boat (of 35!), built within 3 weeks spare time for a vacation in Sweden in 1994. She is 16' x 4'4" with an old windsurfer sail of 66sf, and weighs 110lbs.

Manfred Pech, Eckernforde, Germany



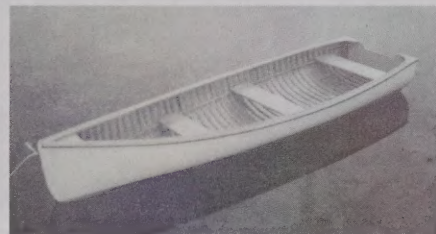
### Dolly Varden

This photo shows my model of the Wes Farmer design Dolly Varden which I finished several months ago. I had been seeing ads for her plans since the '50s and thank you for sending me the reprint article about her.

Planking is red cedar, seats, knees and deck are cherry, ribs sassafras, cutwater mahogany. She is scaled down to 24" overall. I'd like to build her full sized but can't seem to get started.

I also have a Glaspar 19' Club Mariner, built in the '50s or early '60s, and would like to learn more about this boat if anyone knows about them.

D.W. Swartzentruber, 64190 Rommel Rd., Sturgis, MI 49091, (616) 651-6092.



## This Magazine...

### Likes Our "Dirt Road"

I like your "dirt road" approach, like having no answering machine. I still have a rotary phone and my only computer is on top of my shoulders.

Bob Reddington, Bay Head, NJ

### Helpful Reader

The appeal of your fabulous magazine rests in the spirit of all kinds of people doing all kinds of things on the water. No matter how unique (i.e., weird), anything involving water qualifies as "messaging about."

Case in point: My recent plea to the readers for information/ideas on home built pontoon boats with electric drives brought several helpful responses, many of which I will be incorporating into an upcoming project. I thank everyone for this help. One letter I received was from John Parks in California:

"Dear Jeff, I was very Interested in your letter in the January 1, 2001 issue of *MAIB*, the world's best magazine! I hope you will be interested in my story."

Wow! A transmission from a kindred spirit. Someone who not only reads *MAIB*, but also scours the letters-to-Bob section. My first mate and I usually devour the daily mail while standing at the kitchen counter, quickly pitching 90%. Not with this letter. I put it aside so that I could enjoy every morsel while suitably planted in my recliner right next to my treasured *MAIB* pile.

"I hope you will be interested in my story. Two years ago I bought a Starcraft tent trailer for \$80 because the canvas was shot. Then I found out that it would cost \$700 to replace the canvas. In an effort to make lemonade out of this lemon, I tore off all of the superstructure to make a flatbed trailer. Because I live near the Delta of the American, Sacramento,

and San Joaquin rivers, I conceived the idea of making an amphibious pontoon boat out of the flatbed trailer."

I had not even finished the first paragraph, yet I knew I was tying into a live one. Thirty years ago I designed (such a self-flattering term for a ragged sketch) a "Pedal-Sail-Paddle", a wide kayak that could be paddled, sailed, or pedaled. It actually did two things well, but I never finished the sailing part. "Amphibious..." now this was going to be fun!

"First step would be to install Bearing Buddies on the wheels, then find a welder to weld hinged arms to the steel frames."

A small travel trailer with flapping arms secured to pontoons! John's rough sketches showed the two positions for the pontoons, up for road, down for water.

"My first idea was to make the pontoons out of plastic barrels, and I acquired eight 35 gallon drums. There's a company in Arkansas that will sell two aluminum pontoons for \$2,000, which is out of my reach. So I think plywood boxes are the cheapest, filled with styrofoam peanuts or such."

A genius! The man has solved the world's peanut disposal problem. I have enough peanuts (and their cousins) in my cellar to float an armada.

"I planned to strip the trailer down to the steel frame, spray with Rustoleum paint, cut a plywood bottom to fit the frame, install 3" foam in the apertures, and then install a plywood deck on top, sealing and waterproofing as I went. Because the sun is so hot here, I planned to put down threaded flanges and screw vertical pipes in to hold a sun shade (solar panel?). I also planned to install 3" casters on the bottom of the pontoons. My idea was that upon arriving at a launching ramp, I would park out of the way while lowering the pontoons and raising the shade. Then I would roll the boat to the water on the casters. I think to keep the deck out of the water, the pontoons would have to set lower than the highway tires."

A California optimist at work. I have never seen a ramp wide enough to work "out of the way". Most of us try to launch discreetly, so others will not observe our inept backing skills, neglect of the bowline so that it does not float off upon immersion, or the famous lament, "I know I replaced that drain plug...must have been those damned kids playing in the boat again!" Can you imagine the ogling throng that would be drawn by the flying pontoon wings!

Well, before I could go ahead with this plan, I met and fell in love with a lovely lady. As a 68 year-old retired man, I have a limited amount of money and stamina to put into such a project, as I also like to bike, kayak, garden, read, and fool with the computer. So I have abandoned this idea."

At 86, my widowed father hooked up with an old (sorry) high school sweetheart, so I quickly caught John's drift. *MAIB* Tenet #1: A fine woman is the only reason to abandon a boating project. John, you are hereby granted a five year hiatus from creating the only flying, floating flatbed on the West Coast.

But John has not let me off so easily. Since I am only 58, employed, and married, I am considered to have ample stamina to carry out the dream.

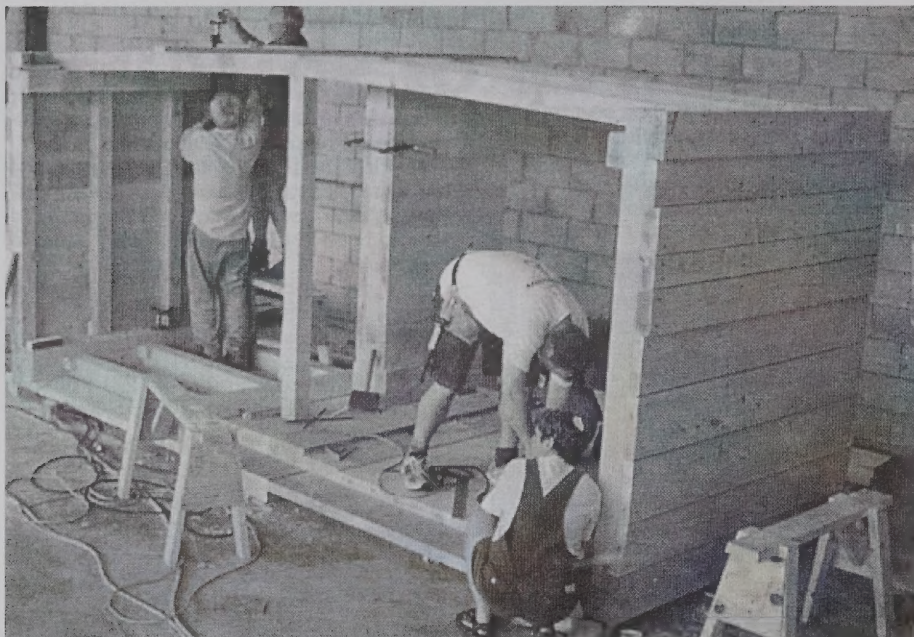
"I hope this letter has stimulated some ideas in your mind. In addition to using an electric trolling motor as a bow thruster, I would like to see you use a bicycle pedaling setup as your main power. Anyway, good luck with your project, please send me a photo when you complete it! Cheers, John."

John, the project is underway. I have moved 2lbs. of peanuts (approx. 57cu ft) out to my boatshed. Rather than waste time with all that math stuff about buoyancy, I will simply build my pontoons large enough to encapsulate every damned peanut, with all due respect to Jimmy and Rosalyn.

Fellow readers unite. Together, we possess the ingenuity, perseverance, and wackiness to truly fix the world!

Jeff Hillier, North Hampton, NH





A crew of volunteers came together for a weekend and, under the supervision of Ted Ingraham, built a full size cross section of an 1862 class canal schooner.

Boatbuilder Rob Thompson, along with three students, finished planking the hull of the stern boat by mid-summer.



## 2001 Highlights At Lake Champlain Maritime Museum

### Burlington Shipyard: The First Season

When we opened the Lake Champlain Maritime Museum's Shipyard site in Burlington earlier this year, we had a number of goals for 2001: Create a shipyard facility; accumulate the lumber needed to build the canal schooner *Lois McClure*; build her six spars; construct a tender for the larger boat; assemble a staff and volunteers; create an array of interesting exhibits that explain the project and its historic underpinnings; and provide a variety of courses, workshops, and community programs.

As we approach the end of the first season, we feel that we have substantially achieved each of these goals, and we are set to start the main building project in spring 2002. This progress was made possible with the amazing support and dedication of our crew of volunteers.

If you missed out on the fun this year, make sure you visit us early and often next year as the hull of *Lois McClure* takes shape on the Burlington waterfront.



Boatbuilder Thompson puts his skills to work on the mocked-up stern deck and shin cracker steering system.

During one of the workshops, professional spar maker Dexter Cooper visited the site and instructed students on how to use hand planes to round the spar.



### Can you Canoe?

Let Mac McCarthy show you how to build a *Wee Lassie*, the 11'6" wood-strip double-paddle canoe, featured in his book *Featherweight Boatbuilding*. 96 pages, \$19.95.



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[www.woodenboat.com](http://www.woodenboat.com)

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48" x 18" McKenzie River  
Dory Rocker

Fast Build Stitch & Glue Full Scale Patterns  
10pp Directions, Illustrations, Color Photos  
\$15 Plans, \$175 Precut Parts

Terry Lesh  
80 Bennet Cr. Rd.  
Cottage Grove, OR 97424



## Notes from Maritime Skills Outdoor Education

After a year and a half of collaborating with the Community High School of Vermont, we completed the construction of a 32' pilot gig at the Northwest State Correctional Center in St. Albans, Vermont. The pilot gig *Endeavour* was donated to The Lake Champlain Maritime Museum in a gala celebration on August 3 at the Burlington Shipyard site. This brings our fleet of pilot gigs up to four.

*Endeavour* has already been rowed in two racing events this past summer and was being used constantly in after school rowing programs this fall. She will enable scores of youth and adults for generations to come to experience the true meaning of teamwork.

Our Champlain Longboats Community Rowing Club has blossomed this season with the addition of the Burlington Shipyard to the evening rowing program. *Redwing* and *Spirit of Otter Creek* have been out continuously Tuesday evenings at the Ferrisburg site as well.

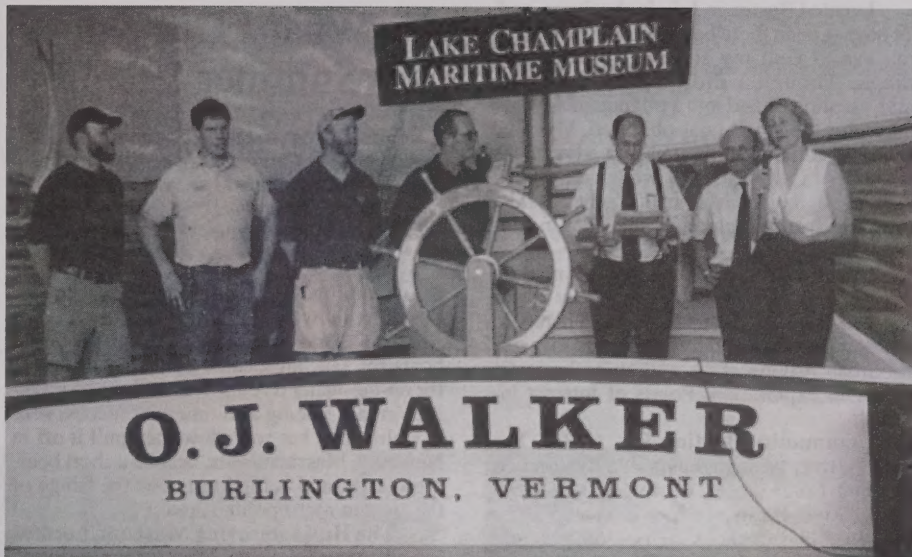
Champlain Discovery, our five-week kayak building and outdoor education program for thirteen to sixteen year olds, had a great season. Twenty participants built their own sea kayaks and paddled from Whitehall, New York, to Burlington, Vermont.

In addition, four alumni students paddled from the Maritime Museum in Ferrisburgh to the Canadian border at Missisquoi Bay. These teenagers have bragging rights to having paddled the entire length of Lake Champlain, not a small accomplishment.

If you know anyone who would like to participate in this program this coming season, please let us know so we can be sure to send the information and an application.

Lake Champlain Maritime Museum, 4472 Basin Harbor Rd., Vergennes, VT 05491, (802) 475-2022, [www.lcmm.org](http://www.lcmm.org)

Champlain Discovery session one participants pose at Deep Bay on south Lake Champlain.



At the formal launch and donation of the 32' pilot gig *Endeavour* to LCMM's Champlain Longboats program, these prime movers of the project pose in the canal schooner stern mockup at the Burlington Shipyard. From left are boatbuilding instructors Joe Calnon, Adam Vincelle, and Nick Patch, Department of Corrections director John Gorczyk, Northwest State Correctional Facility superintendent Steven Maranville, Department of Corrections education director Bob Lucenti, and Agency of Human Services secretary Jane Kitchel.

## Lake Erie Shipwreck Investigated

In June, the Marine Research Institute's archaeological team conducted a week-long project in Lake Erie, near Dunkirk, New York. We came at the request of the Lake Erie Heritage Center, a newly formed not-for-profit that plans to open a maritime museum in Dunkirk. Specifically, we were brought in to evaluate a "mystery shipwreck". During the week we staged twenty-four dives on the vessel, which lay in approximately seventy feet of water. LCMM team members Art Cohn, Chris Sabick, Adam Kane, and Pierre LaRocque were assisted by an able crew of local volunteer divers.

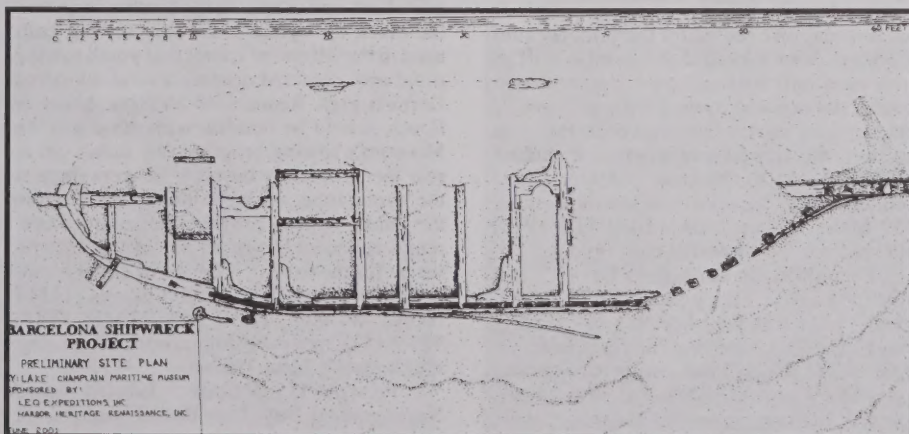
Our preliminary examination of the vessel revealed it to be, most likely, the remains of an early to mid-nineteenth-century lake schooner. With a preserved length of 63' and a beam of 17', the schooner is quite small for a commercial vessel on Lake Erie. The schoo-

ner went down in an area known as the Lake Erie Quadrangle, an area notorious for fierce, rapidly developing storms that have been the death of many ships and sailors.

We focused on mapping the exposed remains of the vessel. We had only a tantalizing look at this interesting wreck, since approximately 60% of the hull was buried below the bottom sediments. Our work culminated in a press conference at the site for the benefit of local media, creating a windfall of positive momentum for the Lake Erie Heritage Center.

The MRI team plans to return to Lake Erie next spring. Our future research goals include conducting some test excavations in the schooner's hold to answer questions such as what type of cargo it might have been carrying and why it sank.

Preliminary plan view of the "mystery" shipwreck documented in Lake Erie (drawn by Adam Kane and Chris Sabick).





I visited Boston in July for business, and, not having been there before, stayed a few extra days to visit my sister and do touristy things. Though I didn't plan it so, the mini-vacation turned into a pilgrimage to Holy Places for the small-boat-obsessed. We have terrific boating opportunities and advantages in southern California, but we have no Holy Places yet (though Minney's Yacht Salvage and Bill Horner's garage have been nominated).

I knew of these places only by reading about them in the pages of *WoodenBoat* magazine and *Messing About in Boats*. Thanks to my sister Bea, for providing the car, road maps, and urban driving skills and an enthusiastic partner in exploration. Points of interest included:

**Community Boating Inc. (CBI).** The Charles River through downtown Boston was dammed long ago to form the lake-sized Charles River Basin on which is located CBI's boathouse and docks. CBI is a 60 year old non-profit public sailing club located in a city park. For an annual membership fee or a two day visitor's pass, you can get the use of a variety of quality sailing craft. For most city dwellers in crowded Boston, for whom boat ownership would be very difficult, it's a sweet deal indeed. Dozens of sailboats cruise The Basin on summer days, adding a beautiful touch to an already attractive cityscape. I would have loved to sail there, but I had limited time and bigger fish to fry. (21 David Mugar Way, Boston, MA 02114; (617) 523-1038, <http://community-boating.org/>; <tiffany@community-boating.org>

**Lowell's Boat Shop.** On the Merrimack River an hour north of Boston, Lowell's has been in continuous operation since 1793, mostly at its current site, and until recently, owned and operated by the descendants of its founder Simeon Lowell. It has built thousands of dories, first for the New England fishing trade, and later for recreational uses. It still builds and sells a variety of dories and small boats (theoretically 30 models) in the traditional manner on copies of original forms. The shop's buildings are on the National Register of historic Places. Since 1993 the shop has operated as a non-profit organization, affiliated with the local Maritime Society and Maritime Museum.

Apart from a tour of the boat shop, which resonates with history as well as current projects underway, another attraction for visitors is the boat livery. Rowing and sailing craft built in the shop are available for rent on summer weekends, ready to go from the docks adjacent to the shop. A hundred years ago, such rowboat liveries were as common as kayak rentals today. We rented for the princely sum of \$8/half-hour a beautiful Lowell's skiff, a sleek variation on a traditional dory, with two rowing stations and room for a passenger. If you can filter out the weekend boat traffic on the river, the Lowell's experience, including the shop, the docks, the boats and river's edge architecture can transport you to another time. (459 Main St. Amesbury, MA 01913; (978) 3880162; <mike@lowellsboatshop.org>).

**Fernald's.** On the way to Lowell's and quite by accident, I happened upon Fernald's, a dealer of new and used small boats. Having seen Fernald's advertising for years in *Messing About In Boats*, I was curious about what it was like. Unfortunately it was closed when I passed. I can report that it's the sort of place

## What I Did On My Summer Vacation

Reprinted with authors' permission from  
*Scuzbums News*

By Kim Apel

we would love to have in our neighborhood: Spacious showroom, various product lines of small boats and accessories, a yard full of used boats for sail, all located on a riverfront site for on-the-water tryouts. It is difficult to imagine Fernald's being a commercial success here in California, but somehow they pull it off in Newbury, Massachusetts, despite a short boating season, and being located on the fringe of the Boston metropolitan area.

**The Hull Lifesaving Museum.** Located in Hull, Massachusetts, what we in California would call a "beach town" south of Boston, except that it was founded in the 1640s if you can picture that, this museum encompasses the former Point Allerton Life Saving Station, built in the 1800s, and a separate boathouse, both on the water. The Museum's mission is to commemorate the U.S. Lifesaving Service, predecessor to the U.S. Coast Guard, and also the related maritime culture of the coastal New England region.

To understand the museum, one has to realize that in a time not so long ago, before steamships, weather forecasting, radio communication, accurate charts, and precise navigation, many ships and many sailors' lives were lost every year on the Atlantic coastline. Most of these ships went aground in storms and their crews were lost within sight of land. The Lifesaving Service was founded, first as a charitable venture called The Humane Society (having nothing to do with animals), and later evolved into an agency of the U.S. government. Launching through the surf, the Lifesaving Service went out in the midst of raging storms in small rowing craft and successfully took crews off of foundered vessels and returned them safely to shore. I can't understand how they did it, but they saved thousands of lives before improvements in ships and navigation made the Lifesaving Service obsolete.

Within the Point Allerton station, the Museum's boat collection includes one of the station's original six-oared lifiboats, as well as other rowing craft of general interest: a Grand Banks dory, a Lawley tender, a monster 36' long single scull, an Adirondack guideboat, and others. At the boathouse around the block are actual seaworthy rowing craft used in the Museum's adult and youth rowing programs, centered around several six-oared Cornish gigs. Readers of *Messing About in Boats*, should be familiar with these and the Museum's rowing program. We didn't get to row there, but only because we were there at the wrong time. We were invited back to join the public rowing program on summer evenings. Adjacent Hingham Bay is a wonderful venue for the rowing program or anyone's independent small boat adventures. (1117 Nantasket Ave. Hull, MA 02045; (781) 925-5433; [www.bostonharborheritage.org](http://www.bostonharborheritage.org); <hullmuse@channel1.com>).

**Newport, Rhode Island and Narragansett Bay.** Less than 2 hours' drive

from Boston, Newport is arguably the nexus of American yachting, and the location of three points of interest on my compressed vacation tour.

Bea and I drove to Newport on a morning threatening rain. I visited David Stookey, editor and publisher of the magazine, *Open Water Rowing*, who went with me on my Baja row-and sail cruise last year. I previously wondered how David could sustain himself and family on such a modest publication. I needn't have worried. David has a very nice, spacious house fronting a salt pond in a historic neighborhood, near "mansion row" in Newport. He insisted that I try out his rowing shell in a nearby cove. Even in posh Newport, RI with its emphasis on privacy and exclusivity, there is thankfully still a place or two where an ordinary guy can simply take his little boat down to the beach and launch it.

We had a reservation to rent a J-22 at **Sail Newport**, a public sailing club within Fort Adams State Park, the former base of operations for the America's Cup when it was last held here. It was drizzling when we arrived. I think Bea was game to sail anyway (remember, the season in New England is short), but I callously announced, "I'm from California, I don't sail in the rain."

We discovered by accident and went instead to the nearby **Museum of Yachting**, a perfect rainy day alternative. I mentioned to the friendly greeter that I was from California, to which she replied, "Oh, I hope not from San Diego." My puzzlement must have shown on my face, because she then added, "You know, we don't much care for that Dennis Conner around here." Then I remembered, Newport is where he lost the America's Cup (and made a lot of enemies) in 1983, and apparently Newport hasn't forgiven him yet. "I don't think they like him much in San Diego, either," I replied.

The Museum included a small boat collection indoors, larger boats on static display outside, and more boats displayed on-the-water in a nearby harbor basin. There were many items worthy of comment, but to conserve space I'll mention just one amazing gem; a 14' all bright-finished Whitehall rowing skiff built 100 years ago for a wealthy owner, apparently put into storage and never used. It was exquisite. Gotta move on. (PO Box 129, Newport, RI 02840; (401) 847-1018; <http://www.moy.org/home.shtml>)

We also stopped at the **International Yacht Restoration School (IYRS)** in downtown Newport on the waterfront. It was after closing time, so we unfortunately did not see inside the cavernous main shop, located in an ancient brick warehouse. There was plenty to see outside, though.

Of particular note for small boat enthusiasts, the school uses the classic 12' wooden Beetle Cat sailboat as the basic training vehicle for students. There are lots of old ones in need of help around New England. Several restored Beetle Cats were tied to the dock, apparently ready to go. Here's the unexpected part; while the hulls are all painted white, the decks are painted a variety of very untraditional shades of pink and orange and whatever, and the sails are likewise individualized with varying colors and patterns. The idea is that, while there may be many Beetle Cats sailing in the bay at a given moment, it is possible to know who's who, even at a distance. (449 Thames St., Newport, RI 02840, (401) 848-5777; <http://iyr.com>;



<info@iyr.org>

Undeterred by the rain, we returned the next day to Sail Newport, and after a cursory checkout on the J22, we made our way in light air out onto Narragansett Bay. At first, it wasn't so different from being in San Diego harbor. Newport hosts a slew of retired 12 meter yachts, and I gradually noticed that six or seven of them were out on day charters that afternoon, as well as several big schooners, a Herreshoff S-boat, a Herreshoff 12-1/2, and other classics. I realized, "Toto, we're not in Kansas anymore!"

Bea and I learned to sail from our Dad on a boat much like the J-22. We joked that we were also paying homage to his habit of providing only the barest of provisions for our

onboard lunch: peanuts' apples and water, just the way he did when were kids.

The wind finally picked up inconveniently, as we returned to the anchorage when our rental time was up. It was a bit unnerving to be on an unfamiliar (and fast) boat picking our way to windward in a stiff breeze through a crowded anchorage liberally sprinkled with classic "gold-plater" yachts, of perhaps historic as well as dollar value. We passed through safely and snagged our mooring on the first pass. Dad would have been proud. (60 Fort Adams Dr., Newport RI 02840; (401) 846-1983; [www.sailnewport.org](http://www.sailnewport.org); <katec@sailnewport.org>

On my last day we visited **Rockport, Massachusetts**, touristy and a bit Disneyfied,

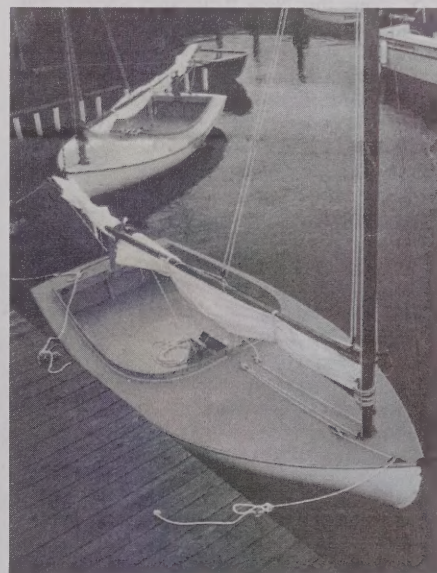
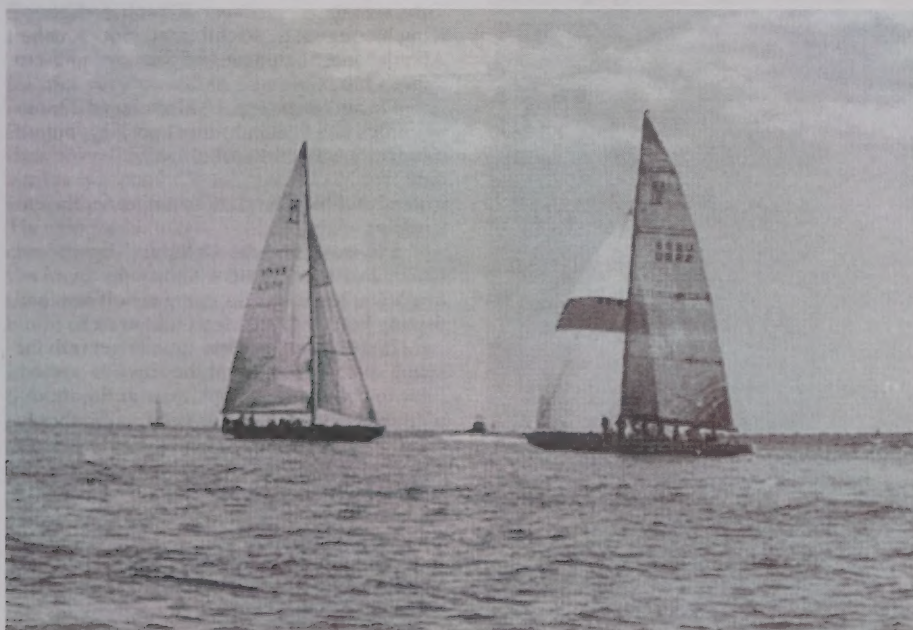
but underneath it all, the genuine article, a 360 year old picture-perfect New England port town with lobsterboats and dories and peapods and everything. Probably the most photographed building in New England is here, a red shack on the Rockport wharf. I had a great and unDisney-like lunch here; smoked and peppered mackerel fillets tossed over the counter on just a sheet of waxed paper, cheap and good. Later in nearby Essex, home to the famous Shipbuilding Museum, I spotted a bumper sticker that all small boat lovers need. It read: "Life's too short to own an ugly boat." So true.

Visit New England if you can and make your own personal pilgrimage to the Holy Places.



Rowing the Atlantic skiff at Lowell's Boat Shop.

Twelve-meter yachts on Narragansett Bay.



Restored Beetle Cats at IYRS (the deck of the one in the foreground is painted coral pink!).

An early form of iceboat on display at the Museum of Yachting, Newport, Rhode Island.





New Brunswick, one of Canada's maritime provinces to the northeast of Maine, has two distinctly different coastlines with equally different tidal patterns. There is the steep, jagged rocky shoreline from Quoddy Head, Maine down Fundy Bay into Cumberland Bay to the Tantramar River near Sackville, New Brunswick, stretching for about 190 miles. And then there is the much gentler, mostly sandy shoreline along the Gulf of St. Lawrence, 330 miles from Dalhousie at the mouth of the Restigouche River and the border with Quebec, to Port Elgin at the border with Nova Scotia. While the tide gushes into Fundy Bay at a speed of up to 5 knots, creating the highest tides in the world of up to 55', the tides on the Gulf of St. Lawrence coastline rise and fall not more than 8' (often only 4'-5' along this New Brunswick shore). But the most stunning difference is the tidal pattern itself.

Being a Mainer, I am used to the tide flooding and then ebbing for about 6 hours each, i.e. I count on two high and two low tides

## Paddling New Brunswick's Gulf of St. Lawrence Shore

330 miles (530km) Solo  
By Sea-Canoe August 2001

### Part 1

By Reinhard Zollitsch

during each 24 hour cycle. Technically this is called a semi-diurnal pattern. And it worked fine for me all my life and also last year when I ventured into Fundy Bay to St. John (See *MAIB*, April 1, 15, May 1, 2001). But the tides in the Gulf of St. Lawrence left me truly baffled and were "totally unpredictable and weird", like nothing I had ever experienced

along our Atlantic Coast or even in European waters.

I found the answer in G. Dohler's charts, *Tides in Canadian Waters*, in the Sailing Directions, Nova Scotia (Atlantic Coast) and Bay of Fundy. Almost the entire New Brunswick Gulf coast has a diurnal or mainly diurnal tidal pattern, that means, there is only one high and one low tide per day, a rare phenomenon. As a matter of fact, there are only two relatively small areas in all of Canada that have such a pattern, the waters between Prince Edward Island and New Brunswick, and around the Magdaline Islands to the northeast of Prince Edward Island (see Dohler's chart).

How does this affect my trip? Not much really, I planned to be a prudent chart reader and planned my take-outs carefully so I would not be stranded a mile or more from the water when I wanted to leave the next morning. Until I figured out this strange tidal pattern (and I might not ahve!), I would only pull out where the deep water comes relatively close to shore, within portage distance.

But enough of abstract discussion. I'll fill you in more on my way down the coast from Dalhousie to Port Elgin.

The reason for starting at the mouth of the Restigouche was simple; that's where my 1999 trip around the Gaspé from Lake Champlain, Vermont/New York ended. I was again paddling my 17' Verlen Kruger sea canoe, which really looks like a sea kayak with rudder and spray skirt; the only visible difference is that I use an 11oz carbon fiber bent-shaft Zaverall canoe paddle. As usual, I am fully self-contained and can avoid harbors, campgrounds and people in general to make it a truly unassisted solo trip. All I had to do again, was top off my two 3 gallon water tanks.

After nothing but steep cliffs along the Gaspé shore, it was quite a surprise to find long swooping sandy shores and sandspit barrier islands almost all the way to the Prince Edward Island bridge and Port Elgin. It's a veritable family vacation paradise; over 300 miles of beaches, dunes, sand and shoaling water. Only very few bigger towns and harbors stand out; Bathurst, Shippagan, Miramichi and Shediac. But I was absolutely fascinated with the place names of the smaller towns like Caraquet, Pokemouche, Tracadie, Tabusintac, Kouchibouguac, Kouchibouguacis, Richibucto, Bouctouche, Aboujagane, Shemogue and Shebogue, just to name a few.

On my Gaspé trip, I had averaged 27 statute miles (25 nautical miles) per day, but on this trip I wanted to take it a bit easier and opted for 25 statute miles (22.5 nautical miles) instead and I stayed right on target for the entire trip.

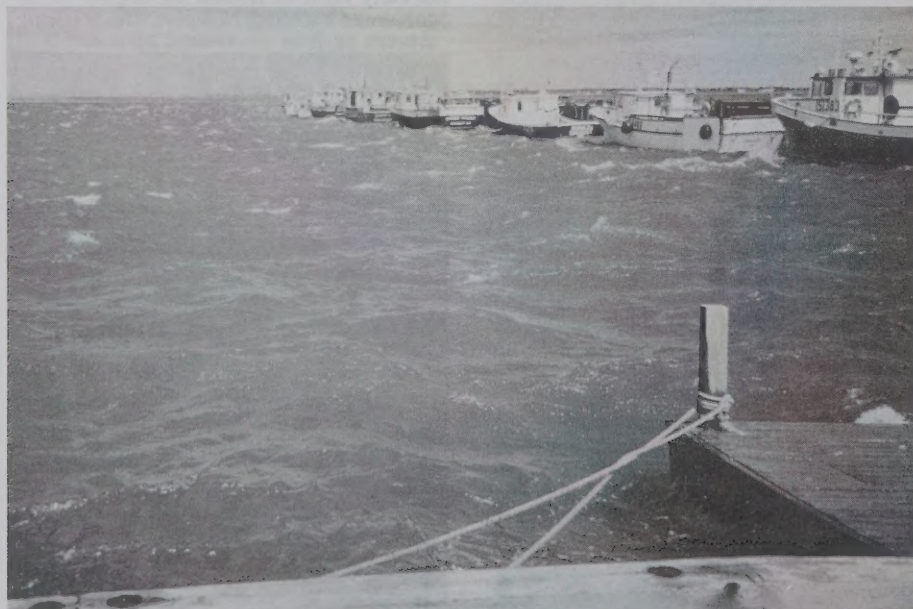
Put-in was at the Dalhousie lighthouse which had a convenient ramp near by. And thank you Nancy for dropping me off here and driving home alone, a long 9 hour trek.

It always takes some time to get into the swing of things and feel the trip has started. First four overnight stops were at the mouth of the Jacquet River; outside of Bathurst; Grande-Anse; and Goulet Harbor near Shippagan. The big surprise there was that the flood tide streamed out (SE) into the Gulf at a considerable clip between the narrow breakwaters. There is no way of reversing direction for a man-powered boat. If I aim out, I go out, and there may be considerable standing waves waiting for me where the water releases its



Put in at Dalhousie Light.

Afternoon breeze at Shippagan/LeGoulet.





energy, like big haystacks in whitewater after a restriction in the water's flow. (The Sailing Directions speak of 5 knots, with only a 10 minute slack period.)

The stretch to Tracadie Sheila is a string of thin barrier islands, low dunes with beach grass and an occasional tree. I was very cautious crossing the three gullies and gulches, as they are called around here, through which big tidal estuaries and bays empty into the Gulf, at ebb tide with considerable force. Watch out! I could barely make it into Tracadie Sheila through the breakwaters, but when I read the scary warning sign about the violent tides at this opening, I opted to get out again while I could and pitched my little Timberline tent on the beach just outside of the breakwater.

Next day was more of the same: seemingly endless sandspit islands (18 miles of them to be exact) with a few breaks which wake you up and keep you on your tippy toes. At the Old Tabusintac Gully I heard, and then saw, my first herd of about 65 gray seals, those big husky fellows weighing up to 700lbs, singing their gurgly, throaty, coyotelike, howling song, while hauled out on a low ledge off the mouth of that tidal outlet where the fishing must be good. Then on to the last thin sandspit island, around its utterly shallow one mile sand, mud and rock outcroppings, across the wide Neguac Bay towards the church steeple of Neguac and on to a small crescent beach near Burnt Church.

It was time to call home, and since I noticed that more and more public phones are taken down because people have gotten so attached to their cell phones, I finally gave in to modern convenience and got a phone that would work even on "the other side of the mountain", a satellite phone, and it worked fine, after I learned to tighten the bayonet fitting for the antenna.

For a small boater, Miramichi Bay is big, real big, like Penobscot Bay in Maine. On the chart it looks awfully tempting in both cases to island-hop across its mouth, here from Neguac to Escuminac Point via Portage and Fox Islands, 16 miles, but paddling alone I opted for the more prudent route around this huge bay. I finally crossed over at Sheldrake Island, but it still took me two full days from Burnt Church to Herring Cove near Escuminac Point.

But by going around I enjoyed a delightful and very protected overnight with great swimming at the very mouth of the Black River. And it was here that I became aware of the "crazy" tides. It was ebbing at 7:15am when I left Burnt Church, and it was still ebbing at supper time at 5:15pm, 10 hours so far. Then the tide would barrel in in a mere 6 hours, crest around midnight and run out ever so slowly, it seemed, for 18 hours. But since I am always on the move, I would not stake my house on the exact figures, but it came close.

Next morning the water started shallow and got shallower with each hour. Gardiner Spit almost touched Vin Island, leaving only a narrow channel with a 4.5 knot tidal flow. In this sheltered area I noticed some aquaculture and lobstering going on, the first area so far on this trip, but nothing like in the Passamaquoddy Bay area just northeast of Maine. Sainte Anne Bay was large but extremely shallow. Fox Island seemed almost attached to the mainland. I had to get out of this bay through Huckleberry Gully, but

grounded out twice, mistaking a string of silently fishing herons for channel markers. I had to laugh about that, before hustling back into deeper water.

I finally got to a real harbor, Escuminac, which was bustling with activity. I topped off my water containers for the first time, phoned home, the cheap way, from a fixed phone, and wondered whether I should call it quits for the day. A fisherman even offered me his boat to sleep on, when we got talking about fishing, tides and the weather, but I wanted to continue my solo unassisted experience and pushed off again to find a spot somewhere on the beach before the formidable Escuminac Point, like in Herring Cove, which I eventually did.

The south shore of Miramichi Bay often consists of a 5'-10' high peat moss shore, sculpted by the waves and the wind. It provided great shelter for my tent. It reminded

me of the red sandstone shores and flowerpots along the Prince Edward Island coast, only geologically much younger.

Next day was to be a significant paddle, rounding Escuminac Point in the early, hopefully calmer, weather, then around the extensive Kouchibouguac National Park area. I was aware that most of the long dune islands (North Kouchibouguac, South Kouchibouguac, North Richibucto and especially South Richibucto Beach), a total of 18 miles, were off limits for camping. I vividly remember being thrown out of the National Park at Forillon on the Gaspé, because I could not possibly get to my assigned camping spot without a car, and I was unmistakably forbidden to camp on a small piece of grass near the water. So I decided to go on and had a real hard time rounding Gaspé Point so late in the day.



Tracadie-Sheila inlet, tidal estuary "fire hose."

Lunch break in Miramichi Bay.





This was a windy day also. I made it fine around Escuminac Point with its prominent lighthouse, but did my first wave dance around the breakwater of Pointe Sapin Harbor, where a strong tidal flow had whipped up a mess of cross waves. I appreciated a fishing boat not darting in front of me into the harbor but giving me ample room to get through this confused stretch of water. I must have looked very small and vulnerable out there all by myself because I felt that all afternoon, fishing boats were watching me, even coming over asking whether I was OK. I am quite sure they had put out the word about this lone paddler along their shore, all in French of course.

I got slapped in the face many times by waves breaking in the shoaling waters off the barrier islands. It sometimes seemed to me as if a new barrier island was forming about half a mile to a mile outside of the regular beach. The question was, do you go outside of everything, or do you stay between outer and shore break. Any way you do it, it was a wet slugfest to the mouth of the Kouchibouguac River and 5 miles later into the Goulet de Saint-Louis, the mouth of the Kouchibouguac River. The Kouchibouguac got my fullest attention; it was ebbing hard into the SE while an ESE 20+ sawd was running against it. A big train of energy waves had to be crossed, and I was working hard and aggressively. Then one mile later, off the only really populated beach, I saw a young couple in an all open canoe with two small kids sitting side by side in the middle, bounding in

the waves towards the inlet. I tried to make them aware of what was ahead, but they shrugged it off or did not understand and went on. I sincerely hope they made it in or onto the beach.

It was quite a trick to get across the bar into the Goulet de Saint-Louis, but I landed fine on the first little island inside. I had not had a chance to stop for water, a granola bar or even lunch for that matter. I was in need of food, and turned my back to the "Keep Off" signs higher up on the dunes. But a flock of terns made it perfectly clear to me that I was trespassing on their turf. So I wolfed down my PB&J sandwich, gnawed down my carrot like a giant rabbit and inhaled my dish of applesauce, then washed it all down with lots of water, and got back in my boat, only to be escorted out of there by a screaming, divebombing flock of terns.

I had initially thought of camping on that island, but that option was definitely gone. So, since I hate to backtrack, I went forward, straight into the wind again, now blowing about 30 knots. The surface of the water looked black, sprinkled with whitecaps. I was not going outside in that, I decided, but slowly and steadily hauled my way towards the northwest tip of North Richibucto Dune. I had noticed two small power boats there, with their bows pulled out on the beach. That looked promising, even deep water right up to the beach.

It was perfect: smooth white sand behind a tall dune which would break the wind, a real deep water channel right up to the island, and

no signs. I hoped it was the public access place around here. So I pitched my tent, had my usual afternoon coffee, wrote in my trip log, did some reading, and went swimming, when a lobster boat with about 12 guests on board beached its bow close to my place for a shore picnic. But they turned out to be a nice quiet group of people, going swimming, exploring the island, stopping by my tent, curious what I was up to.

At supper time, one of them came over to my tent with a plate full of perfectly cooked mackerel which they had caught earlier. A bit later, the skipper himself came by with a beer, yellow plums for dessert and a bag of potato chips for the trip tomorrow. I really appreciated their kindness and quiet way of going about things. A perfect sunset over the dunes capped a great, though challenging, day. Tide observations for the day were as follows: it was high at 1:30am and low 6 hours later at 7:30am. Then it seemed to stay low till 7:30pm and rushed in in the next 6 hours for a new high at around 2:00am.

It was a windy night, and the fine sand of the dunes was everywhere. Images of Lawrence of Arabia went through my mind as I tried to take down my tent. But it wasn't all that bad on the water, at least no stinging sand. The stretch along South Richibucto Beach, around Cap Luminiere and Gros Cap, past Chockpish Harbor and Saint-Edouard-de-Kent Harbor and the 7 mile long Bouctouche Dune seemed endless.

(To Be Continued)

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St.

Gulf of





(We pick up the tale of the Shallow Water Sailors' annual Magnum Opus cruise where it left off in the December 1 article, "Peter Sails Again")

August 2001: After *Relentless* and *Waterbed* sailed back to Mattapoisett, we tucked into Cutty Hunk for another night of sleep from the predicted 20kt winds, \$15 on the town poles (Charlie collects at 7pm) or anchored free away from the seaplane landing strip. The Raw Bar motored about selling the catch of the day to sailors of all types.

Saturday morning we looked for more ice from Carolyn, the island ice lady, who also sells fresh flounder and scallops and regards "Mr. Duff" highly, sailed out of the channel and through Quick's Hole for Vineyard Sound. How far could we go? *Ardea* was opposite Tarpaulin Light when Harry decided we could make Vineyard Haven on Martha's Vineyard. We all arrived around 7pm, sailed around moorings to look for beach and saw a harbor full of interesting boats. We anchored at the public beach between the ferry landing and the Black Dog.

As we were anchoring fore and aft, Damon introduced us to creepy, wiggly, green clusters of sea grass. Imagine a jelly worm and its mates gathered in a handful. What would you do with them? Right.

As soon as *Ardea* was anchored, Harry went to the Black Dog and made dinner reservations for 8:30. We arrived in foul weather jackets and were seated shortly thereafter. A young woman, all dressed up, asked her date, "Where did they come from?" "Boat," he replied. What a chuckle. Waitress Ann did her self proud keeping us watered and fed. Quahog chowder, salmon steak with vinaigrette on escarole; smoked salmon and capers with marscapone ravioli and artichokes were part of the menu. John (Gerty) introduced Damon to "the spoon in the glass" trick as he had ages ago to the governor of Illinois at a banquet. Then we hiked up the hill for after dinner ice cream cones.

Sunday morning Mary found strange seafood as she went ashore: A row of peas still in pods on the shore line. We gathered at the Black Dog bakery for such goodies as cinnamon twists and apple turnovers with scalding hot coffee and decide to head for Cotuit after checking gas and ice. Cumberland Farms had 11lb blocks of ice as well as gasoline.

The Shallow Water Sailor fleet sailed out of Vineyard Haven at 1:30pm. Once in the Sound we saw the highly visible cruise ship, *Corina* of the Cunard Line, anchored close enough to ferry people ashore to Edgartown. *Zephyr* sailed past the shoals behind *Ardea* and *Blue Heron* who arrived at Cotuit ahead of us, but with keeping tabs on positions, we popped out of the fog right on target just as *Ardea* was tacking back again in front of the Cotuit inlet from the west, and *Blue Heron* from the east.

The night was stormy with rain in downpours, thunder, lightning. KaPow! By morning the water was glassy smooth with just enough breeze to keep sand fleas away. Harry, Dean, and John conferred on the beach, and chose the course of sail: Lewis Bay/Hyannis, Waquoit, Hadley Harbor and Mattapoisett before the 25kt winds expected on Buzzards Bay on Friday.

As we motored around Cotuit Bay to Crosby's Boatyard, we saw a trimaran, the *Red Baron*, a Herreshoff H24, and a Sandpiper like Steve Bobo's boat. At the boatyard we discov-

## A Week with *Ardea*, *Blue Heron*, & *Zephyr*

### Shallow Water Sailors

By Patty Gerty

ered that the museum was too far away for an easy walk and *Blue Heron's* motor needed a new impeller. We motored all in line under the raised bridge through the channel out into the Sound. In less than an hour we were at the Hyannis breakwater ready to tack our way into Lewis Bay and find the secluded anchorage behind Pine Island.

Wait! Was that Teddy Kennedy at the wheel of the motoring sailboat with sails raised? All those women of all those ages and not another man? *Blue*, *Mistral*?

After passing the pirate raft, we anchored alone behind Pine Island. Five of the group swam to the low tide sand bar, and hiked across the road to the beach on the opposite shore collecting beautiful shells. A man with a group of small children rowed past our boats in a Zodiac. The six year old asked, with eyes opened wide, if we had seen any pirates or Indians. We told him we had seen a pirate on a raft when we sailed into the harbor but as yet no Indians. As they rowed away we could hear hi ya we, ha wa wa wa.

Tuesday morning we left Pine Island at 10am sharp, sailing out across the busy Hyannis channel. The yacht club was using communication channel 71 as their private channel for monitoring and scoring their private races. Ferries, trawlers, stink pots passed us but once in the Sound we sailed due west. *Zephyr* noted 6.8kts on the GPS and *Blue Heron* sailed at 8kts. Whee! Wind and tide! We arrived at Waquoit at 1pm. *Ardea* waited at the jetty to give *Blue Heron* a tow inside.

*Zephyr* telephoned Mary and Dick Otis, long time friends of John, to ask if we could anchor on their beach. Dick and Mary waited for us on a bench by their stairs and welcomed us joyfully, offering the use of their guest cottage for showers, cooking etc. Dick took us on a tour of his restored Rolls Royce collection and Mary's pride, her Bentley convertible. Dick, a retired pathologist, has done all the work himself from sewing the fabric bodies and tops, to using lost wax castings to create a Lalique lady or dancing lady instead of the flying lady hood ornament. We also walked the gardens of trees and plants that Dick has planted with mossy grass paths so that he and Mary can enjoy walks in the gardens past the rhododendrons and oaks, varieties of quercus. Our own Mary Slaughter revealed her love of trees and plans to send Dick the seed pod, acorn, of an unusual oak. Mary Otis, the life long sailor in the family, loves cats which is evident with cat silhouettes and statues here and there.

We shared supper on the beach. Dick walked down with his evening G&T to let us know that he had assured his new neighbor, Charles Jeffers, that we were friends using the beach with Dick and Mary's permission, not vagabonds.

Wednesday we sailed away with cheers and good wishes from Mary and Dick at 10am, destination Woods Hole and Hadley Harbor

meeting to determine the next anchoring. We arrived at noon. As *Zephyr* navigated the wakes of three speeding super structure power boats, her First Mate heard a tic tic tic and turned to see the red boat of the Woods Hole Harbor Master snug behind us at starboard. "You handle her well", he commented. Those three power boats almost swamped *Blue Heron* at the narrowest point. Irritating, and no way to stop this unseamanlike behavior. Destination, Sippican River Harbor at Planting Island.

It was good to be crossing Buzzards Bay with such temperamental weather in the forecast. Around 2:45 a beautiful tug towing a large red vessel passed us. The Blue Diamond Cement barge wending down the Bay. "A concrete example," commented John.

We sailed into the Sippican River Harbor, passed *Zephyr's* friends Judy and Tony Cope's beach house, their British flag flying, around Ram Island to the idyllic conservation cove behind Planting Island. A resident came out in his Zodiac to check us out and told us we would see osprey from an increasing population, herons, and even deer. *Zephyr's* captain was stargazing when a motor boat zig zagged through our anchorage. Anchor light time!

Thursday morning we sailed around 11:15, toured part of the marina to see the boats, sailed through a sailing class of little kids, called the Copes to let them know we were sailing past, tooted our horn as they waved, and by 12:30 we were out of the river and headed toward Cleveland Ledge vicinity to make a clean shot at Mattapoisett. *Ardea* arrived at 2, *Blue Heron* at 3:30 and *Zephyr* at 5. That 2A red pole at the rocks at the end of Angelica Island wanted a boat bite.

After cars and trailers were assembled at the Depot Street lot via Harry and Alice's taxi service, boats were anchored off the shallow boat ramp near Peter and Maggie's for the night. Alice verified it was a belted kingfisher that landed on the top of *Zephyr's* mizzenmast as a greeting. The Briggs's and their captain's grand daughter came along side *Zephyr* in *Quahog*, a Bolger design, Peter Duff built launch, to thank the group for taking such good care of Peter and Maggie. Weekly breakfast friends of the Duffs, they appreciated such good friendships.

Friday morning we motored over and hauled out at the Mattapoisett ramp, now open but not quite finished. The harbormaster let us stay in the resident lot while we had lunch at the canteen. Leaving our boats on their trailers ready to travel at the Depot Street lot, the whole group boarded *Zephyr's Mule* (named inspired by *Ardea's Horse!*) for a visit to the New Bedford Art Museum to view Peter Duff's boat model exhibit curated by Maggie Duff. Many of Peter's models including some he had done as a boy were on display in the vault area of an old bank which is now the museum. There was an excellent write up of Peter Duff's career in one of the newspapers a few year's back.

On the way we stopped at artist Richard Duff's studio, no relation, and even spoke with him as he was painting. Later on our way to the New Bedford Whaling Museum, we stopped at the old seafarers' chapel where many sailors who were lost at sea are honored by plaques on the wall. A ship's prow is the pulpit which the current Coast Guard chaplain said was too theatrical.

We walked into the Whaling Museum just



before closing time and met docent Maggie Duff as she was leaving. Whale oil, still dripping from the suspended bones of a whale, was touched and smelled. The gift shop was enticing as there was not enough time to see the museum adequately. We walked or drove to the waterfront, where we talked with the sailors on the schooner, *Emestina*. Dean and Mary had attended a wedding on her some years ago.

After a view of the harbor, we drove to the Fairhaven Chowder House, took a table outdoors and had a wonderful time chatting with new arrivals, Maggie and Ted Tobey who drove down from Marblehead. After dinner who should arrive but Maggie and Peter Duff. We all stood to greet them and the chat and cheer continued until we disbursed to Mattapoisset Neck, Depot Street boats, Marblehead, and Concord, a fitting finale to the wonderful 12 day Magnum Opus of 2001.

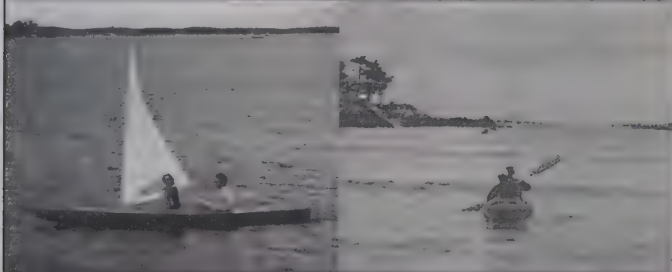
Some of the shared gourmet treats:

Alice's olive dip #2, James Beard's creamy potato salad, ham salad surrounded with pimienta peppers; peanuts and dried fruit mix.

Mary's babaganoush and veggies with soy bacon; green salsa and corn scoops.

Patty's canned crab meat salsa and crackers, tortellini with cheese and olives, marshmallow whip some mores.

(The Shallow Water Sailors are a group of sailors devoted to shallow water sailing small craft. The Magnum Opus is another of Peter Duff's ideas, an annual cruise for interested faithful which moves from place to place from year to year. The faithful keep in touch year round through its newsletter, *The Shallow Water Sailor* founded by John Zohlen and edited today by Ken Murphy. Interested readers can contact Ken at 20931 Lochaven Ct., Gaithersburg, MD 20882).



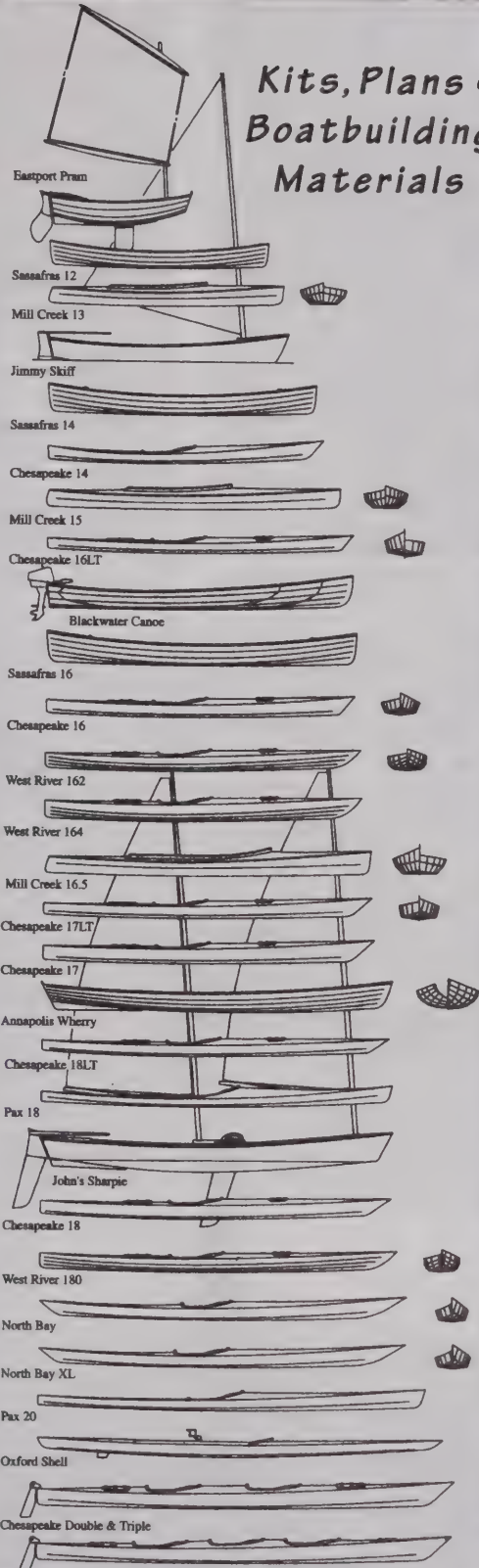
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**Day 6, Saturday, May 12, 2001, Cape Henlopen, Delaware, to Ocean City, Maryland**

I had set my wrist alarm for 4:20 AM. I looked outside and judged the wind from the SW at about 12 knots; I went back to sleep until 6:00 AM. The forecast was the same, marginally on the high side of comfort for my first ocean sailing experience. I had a leisurely standard boat breakfast of a cold Pop Tart and hot coffee with Amaretto powder and a sweetener. I read a little in a devotional book about fear being an agreed time of testing and we should look it in the eye and proceed. OK! I get the message!

The wind shifted from the west at about 10 to 12 knots and the weather seemed great. At 9:00 AM I weighed anchor and got underway with just the sail even, no engine! I love it when that happens! I sailed out from behind the two breakwaters and around Cape Henlopen at about 3 knots, proud as could be. There are SUVs on the Atlantic side of the Cape with their owners surf fishing.

At 10:20 the wind died, of course! Par for the course. I guess the forecasted 15 to 20 knot winds are for later today! Of course, the forecast did not say that. They seldom do. So I started the engine and began motoring, moving only about 4 knots on auto-tiller. I spent some time lying down on the bow, leaning over and watching the bow wake, smelling the roses. I do that occasionally. There were about 3' to 4' swells about 20' apart. I saw a fog bank up ahead which seemed to be blowing out to sea, the air temp dropped to about 60.

A check of the 11:00 AM weather forecast called for winds SW 15 to 20 knots at the southern entrance to the Chesapeake Bay this afternoon, so I guessed it was coming this way. There was now a steady breeze from the SSE, which is just a bit off the port bow, so maybe something is beginning to happen. I took the reef out of the main earlier this morning and left the main hoisted and the genoa furled.

On auto-tiller I had time to make journal notes and read today's note from my wife, Sandee Lee. "Just remember that you're not for a moment alone. Besides God who is al-

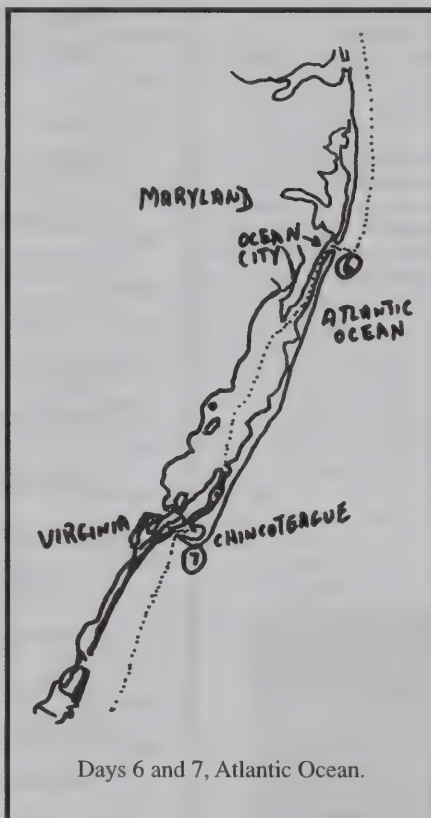
Flat calm Atlantic Ocean, no fear!

## Circumnavigation 2001

### A Journal of a Circumnavigation of the Delmarva Peninsula

#### Part 5

By John Potts



ways with you, the love of we who love you sails with you." Nice!

It was clouding up in the south, where I was heading. At 1:30 PM I flew all sails (all two of them) to see if I could tack my way south but it didn't work and I took in the sails after only four or five minutes. The seas were building to choppy, some swells 5' to 6' high. The *Sandee Lee* was doing some occasional pounding at a speed of around 4 knots. At 1:40 I changed course some 8 degrees to reduce the pounding into the seas. At 2:15 I was off Bethany Beach with a speed of 3.7 to 4 knots in 6' swells, 4' to 5' chop. As I approached Ocean City, it began to rain. I was thankful for the dodger and bimini to keep me dry. I steered for the entrance buoys, relieving the faithful auto-tiller. It has been worth its weight in gold!

Low tide is supposed to be at 5:48 at Ocean City. I assume that means slack water in the inlet. Wrong! I made good only 2.5 to 3 knots heading through the inlet because the tide was still ebbing. There were heavy following swells all through the jetties. I saw a small skiff anchored off the jetties in these seas with a man standing up fishing! I am amazed! Once through the inlet, I bore toward the left to proceed toward the backside of Assateague Island, hopefully where I would soon find a nice spot to anchor for the night. I was able to anchor where I had hoped, one mile south of Ocean City in sight of the O.C. bridge in flat, calm water 8' deep, just out of the channel. It was still raining off and on but I was snug and secure.

I called Sandee and let the answering machine know I have arrived at the anchorage. I also called my daughter in Frederick and my son in Frostburg, Maryland, but also got their answering machines.

The solar shower packs were cold from no sun, so I heated up some water on the stove, poured it into a shower pack, and took a shower in the cockpit under the bimini. I heated up some Dinty Moore supper as all hell broke loose on the bridge to Ocean City. There were a lot of sirens as the whole bridge was lit up in the twilight with emergency vehicles for about an hour. Eventually a Medivac helicopter arrived on scene. The bridge was about a mile away.

It was raining again and some thunder. I trailed my battery cable as a hopeful lightning rod into the water connected to my backstay just in case the *Sandee Lee* sustained a direct hit. I didn't know if this method would direct the strike to the water, but it made me feel better. I hoped I didn't have to find out whether it worked or not.

I mentioned fear this morning. Once I start into something, I usually have no fear. There was no fear at all once I got underway this morning.

The weather forecast called for northerly winds at 25 knots tomorrow. My course tomorrow is generally southerly all through the shallow Chincoteague Bay, so northerly winds would be welcome. I pumped bilges at sea today and it seemed like I got a ton of water out. A check of the engine shaft revealed a steady drip from the packing gland, it probably has never been tightened since the boat was new, and I sure don't know how, so I will pump bilges more often the rest of the trip. Very little on my engine and shaft are easy to access. One has to be a contortionist to work on most of it, and that is surely not I!





**Day 7, Sunday, Mother's Day, May 13, 2001  
- Ocean City to Chincoteague, Maryland,  
via Chincoteague Bay**

On Day 7 I arose to 15 to 20 knots of wind from the north, as forecast. I got underway at 6:22 AM. and immediately unfurled the genoa with a following breeze. The channel was very narrow and shallow for 12 miles, not much room for error because leaving the confines of the channel would result in immediate and sure grounding. Eventually the wind slacked off a bit, I put Mr. Auto on the tiller and went forward and raised the main sail. The boat began flying with wind over the starboard quarter.

At 7:56 I passed under the bridge to Assateague Island with just a few feet of clearance to spare. It has 38' of clearance and I needed 33.5'. This whole trip today through Chincoteague Bay was in shallow water and there was a real danger of grounding at any moment. Bud Schindler, in his book, *Between Two Bays and the Sea*, reported running aground several times on his voyage which was made almost entirely on inside bays. My goal was to avoid all groundings. Going under the bridge I was doing 5.2 knots according to the GPS, with 20 knots of northerly wind pushing the *Sandee Lee* along.

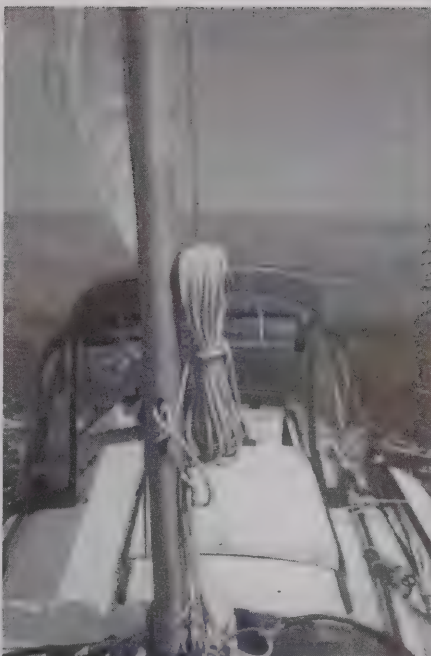
The wind soon increased to 25 knots and I wrestled the genoa into a furl and left the main hoisted. My depth sounder alarm was set for 6' and was going off constantly in this shallow water of 3.8' to 6' depth. I draw about 3'. I finally just cut the alarm off and tried to relax and enjoy the ride. With just the main up, we still moved along at 4 to 5 knots, and I didn't have to fight the tiller to stay on course.

The temperature was in the low 60s and it felt chilly to my old body. I found a moment to dash into the cabin to retrieve my insulated coveralls and don them. Warm at last.

I was able to stick to the GPS track all the way down Chincoteague Bay to the town of Chincoteague, 33 miles from my starting point this morning. At 1:55 PM I arrived at the Chincoteague town channel entrance. I took down the main and proceeded on the engine. At marker 9 I called the bridge tender on channel 13, three calls brought no answer. I tried twice on channel 16 with no success. I went back to channel 13 and tried again with success. He answered, "This is bridge."

I told him my location and that I wanted to pass through the bridge. He replied simply, "I start walking up." The tender hangs out at one end of the bridge and has to walk to the center of the bridge where the swing portion is located. I arrived about 15 minutes later and, sure enough, I didn't have to wait. The tender stopped traffic and rotated the bridge open. He walked over to the side and looked down on me passing through. I yelled, "Thank you." He walked back to the controls and began closing the bridge. The time was 2:35.

I continued on through the town of Chincoteague. The channel was lined with docks, fishing boats, and a few restaurants. The town is old and rustic and attracts tourists in the summer. There seems no place to get fuel if it is needed; fortunately, I didn't need any. A visit to the town a few months ago revealed that if I did want to tie up overnight, a town ordinance prohibits sleeping overnight on the boat! I would have had to spend the night in one of the local hotels which, I presume, is why the ordinance exists, to promote local revenue. The law seems unfair to me, though.



View from the bow, sailing the Atlantic Ocean.



Self-portrait on the bow (on auto-tiller).



Chincoteague Swing Bridge.

Chincoteague Town Channel.





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I left the town and motored toward my planned anchorage near the inlet to facilitate an early departure in the morning. I found just the spot between markers 14 and 15 out of the channel in 9' of water. Today's trip was 33 miles in 9 hours, with only 1.5 hours on the engine and 7.5 under sail, the best sailing I have had since I left home a week ago!

The fuel gauge read a little above half full, so I added about 4.5 gallons of diesel fuel from one of my 2.5-gallon cans until nearly full. Four-and-a-half gallons to run 24 hours, eat your heart out you big fuel guzzling yachts!

As soon as I anchored, the wind shifted from the north where it was forecast to stay and, indeed, was all day, to the south. It was forecast to be from the N or NW the next two days, which would have been ideal for my offshore voyage, just what I need to get me back into the Chesapeake Bay at Cape Charles.

I pumped bilges twice today to insure not too much water collected from my leaky propeller shaft packing gland.

I try to "smell the roses" and meditate for an hour or so before sunset. My rose smelling was hindered slightly by a mild disgust that the wind was from the south and not the north as it was supposed to be. What if it was still from the south tomorrow and I have to motor into it all day? Yuk! Or wait it out.

I tried to imagine, or is it worry, about what the inlet here will be like tomorrow, since the chart is unreliable as the channel shifts frequently. The GPS will be useless to exit this inlet and enter the other inlets on my voyage. I will have to play it by ear and see where the buoys are. When I was the Coast Guard Operations Officer in Group Miami in the 1970s, I did a project of producing a single page

chartlet and description of each of the inlets on the east coast of Florida. The project included a helicopter trip to photograph the inlets from the air. It was interesting as I learned at that time that inlets could be dangerous and very tricky to navigate, especially without local knowledge.

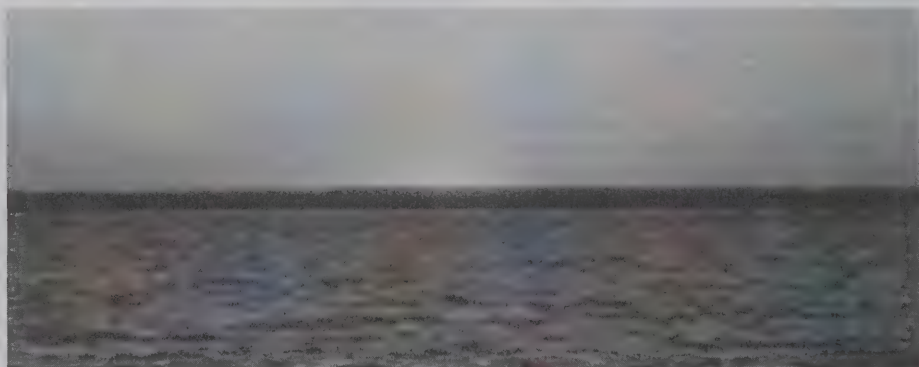
I am somewhat apprehensive about these inlets, but I know that once I get underway in the morning there will be no anxiety, only determination and adrenaline to meet the challenges as they come. I am anxious to get back into the Chesapeake Bay, why can't I just relax where I am and stop looking at the goal of the whole voyage, the complete circumnavigation? I am tired, maybe I will sell the boat when I return and give up sailing. I still have my rowing shell and my canoe. I could stick with those worry-free craft and have one less distraction to keep me from focusing on my marriage.

I watch the seventh sunset of the voyage. I think my concern has to do with control. I have planned in great detail the navigation, scheduling, provisioning, etc., but I can't control the weather, wind, seas, or mechanical aspects. I guess that's why they call these challenges, adventures.

It took me a while to fall asleep due to a strange noise in the water all around the hull. I heard a constant popping and kind of chirping noise as if fish or shellfish surrounded the boat hull, or perhaps it was like water rushing past the hull with popping barnacles. It was mysterious and a phenomenon which, I suppose, can be explained. I think I heard it many years ago through the steel hull of a Coast Guard buoy tender on which I served.

(To Be Continued)

Sunset at Chincoteague anchorage.



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Piscataqua River gundalow *Captain Edward H. Adams* anchored off Sandy Point, Great Bay, New Hampshire, for annual two-month school children's teaching visit.

The gundalow *Capt. Edward H. Adams* sailed away from the Sandy Point Discovery Center on the Stratham shore of Great Bay this fall after hosting another 1,200 children from area schools to a memorable dose of salt air, muddy boots and local history.

The *Capt. Adams* stopped at her summer berth at Prescott Park before continuing to the Hancock Wharf of the Olde York Historical Society for the winter. These moves are a routine part of her fall schedule, but this year is different.

Strawbery Banke Museum, under whose auspices the only Piscataqua River gundalow in the world has operated for the past seven years, is seriously considering "other options" for the vessel's future. A small committee is forming "to find an appropriate solution to the future of the gundalow", according to the chairman of the board of trustees, Bruce Dicker. While cost-cutting surely figures into this re-evaluation, the trustees have other concerns involving the vessel's meaningfulness to the museum. "Even if someone were willing to fully endow the gundalow, there are still other issues we would need to consider," Dicker said.

The trustees' concern is about both the vessel's distance from the museum grounds, which lie 100 yards across the street, and the vessel's historical context, how the gundalow's story relates to that of Strawbery Banke's Puddle Dock neighborhood. "Our question," said Dicker, "is whether it helps make connections to Strawbery Banke."

One of my favorite aspects of the gundalow as an educational vessel is that its story extends beyond Portsmouth, both a destination and a gateway for mariners, and includes the entire fan of the Piscataqua estuary. Gundalows carried freight from the Piscataqua up the Cocheco and lower Salmon

## Strawbery Banke Ponders Future of the Gundalow

By Nick Brown

Photo by Richard Haynes.

Falls rivers to Dover and South Berwick. They worked the Oyster and Bellamy rivers into Durham. They beat and filled across Great Bay for the Lamprey and Squamscott rivers and the textile mills of Newmarket and Exeter. The routes and cargoes of gundalows helped knit these tidewater towns and cities together into a broad community.

And the community-built *Capt. Adams* grew from those roots. She was built on the grounds of none other than Strawbery Banke Museum, but not by the museum. The Piscataqua River Gundalow Project was formed in 1978 by local historians, business people, boat-builders, teachers, lots of five-dollar contributions and a few deep pockets. The building took four years and \$125,000. She was hauled across Marcy Street by eight yoke of oxen (ah, but those were the days) and launched in June of 1982 with rain and a crowd of thousands in attendance.

The *Capt. Adams* has plied many waters since then and has hosted hundreds of thousands of visitors, but she has had only one skipper for the last 13 years. Michael Gowell became involved with the vessel "a year before we dropped the first tree". Then, in 1988, when the volunteer staff of the Piscataqua Gundalow Project needed full-time help, Gowell stepped

up. With a broad knowledge and enthusiasm for history, and a unique suitability to the uncertainties of operating a floating, 50-ton teaching platform, Gowell and gundalow were a perfect fit. He has been the gundalow's full-time champion ever since, and more than 15,000 visitors annually are the beneficiaries.

Michael Gowell is being let go from Strawbery Banke Museum at the end of December.

From her summer berth in Prescott Park, the gundalow plays a vital and leading role in giving Seacoast residents and visitors a sense of the Piscataqua region's geography, a visceral snapshot of its historical big picture. From her teaching expeditions upriver, she connects those estuarine environments back to Portsmouth and the sea. Strawbery Banke Museum President Kathleen Stiso-Mullins declined my interview, but Bruce Dicker said he's "confident that the board of trustees of SBM will act responsibly in evaluating the gundalow's future."

And we, as a community, should keep our collective ear to the wind and ensure that there is always an easily accessible berth nearby for this unique representative of the Piscataqua.

(Nicholas Brown is a free-lance journalist, boat-builder and Navy veteran. This article appeared in the "On the Waterfront" column in the *Portsmouth (NH) Herald* in December and is reprinted with with permission of the writer).



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I have a 1966 Mahone Plycraft 15' mahogany hull that I am taking way too long in restoring. For a short time in 1989-1990 I worked in the factory that was originally the home of Mahone Plycraft and there were still a few of the "old hands" there who had worked on these hulls. One fellow, Clifford Rhodenizer, was (and still is) a tremendous resource of information in that he grew up within a couple of blocks of the plant and watched it from close to its origins as a young boy through working on the hulls as a young man to managing its transition from boat building to fibreglass industrial piping manufacturing in 1980. He worked in the plant until 1990 when in-house politics and poor health forced him to retire. He has since regained his health and started his own successful fibreglass repair company.

The company was founded after WWII (probably in 1947, but I can't confirm this) by Brigadier Roy, who was a former RCAF officer. He transferred the technology used for building Mosquito fighter/bomber planes to boat building, and came to Mahone Bay to make use of the generations of accrued knowledge in shipbuilding that resided in the area. He created the Mahone Plycraft marque in 1948/49 and built the moulds for the 12', 15', 18', and 22' hulls, all of which were modified and generally tinkered with over the subsequent years.

Around 1953 the plant suffered a catastrophic fire that wiped out most of the plant. Exploding barrels of glue launched firebombs that set fires all over the town and kept the local fire department preoccupied from saving much of the plant. Cliff tells me that the day after the fire his father took him out to Strum Island at the entrance of the inner bay where they found still smoldering glue barrels on the beach. This island is at least a half mile from the plant.

Brigadier Roy rebuilt the plant, but switched the main focus of the operation to

## Mahone Plycraft

By Michael Mason

producing boats in that newfangled stuff called fibreglass. They continued to build the Mahone Plycraft boats using the moulds that had not been in the main plant, but stored in the unburnt warehouse. Brigadier Roy sold the firm to a Mr. McVay in 1965, who changed the name from Industrial Shipping Company to McVay Yachts. Brigadier Roy left the area, possibly for Texas, but did not take any of the moulds with him.

McVay continued to build the Mahone Plycraft boats and introduced a line of fibreglass yachts called Paceship Yachts. These included the fibreglass version of William Roue's (designer of the famous Grand Banks schooner *Bluenose*) one-design Bluenose class sloop, and several other small racing/cruising yachts.

Mr. McVay sold the plant to Atlantic Bridge Company Ltd. (ABCO) of Lunenburg in 1967, but kept the yacht moulds and the name Paceship Yachts. He moved down the road about a quarter mile and continued to produce the Bluenose sloop, the Bluejacket, the PY-23, and other yachts until he closed the plant in 1975 or so.

ABCO changed the focus of operations at the original plant from boat building to industrial fibreglass products, eventually producing primarily mandrel-wound fibreglass piping components for the chemical and petrochemical industry. By this time my friend Cliff had become plant foreman and one of his first duties was to de-commission the three large autoclaves that were used to cure the hot-moulded wooden Plycraft hulls and to dispose of the moulds. The end of the production run of Mahone Plycraft boats came in 1968 when a bulldozer laid to rest the hull moulds in the scrap pit on the hill behind the plant.

The Mahone Plycraft hulls were built using the hotmoulding process that was developed during WWII to produce fast, light fighter/bombers, most notably the Mosquito Bomber. The hulls were built of either birch or mahogany diagonally-laid 1/8" veneers over a solid maple moulded tool. The veneers were laid on the mould and stapled in place. A proprietary glue was brushed on and the next veneer layer applied. This sequence was repeated until the proscribed number of layers was reached. A heavy rubber sheet was fitted over the veneers and sealed at the base of the mould and the entrapped air was evacuated, applying even pressure over the entire hull surface (sorry, vacuum-bagging is not a recent invention!).

The mould was then wheeled into one of the company's large (8' diameter by 24' long) autoclaves and "baked" to cure the glue. After curing and cooling the hulls were trimmed and sent to the warehouse to await assembly & finishing. The hulls were built in two halves and mated together in the assembly shop. A plywood transom, solid wood keelsons and a keel/stem assembly were set up upside down on a jig and the hull halves were placed atop the jig. Fastenings were driven through the hull into the transom, keel, and keelson, and a false keel, rubbing strakes, and fender boards were fitted (I don't know if there was any bedding compound or glue used in this assembly, but I

don't think so).

The hull was then lifted from the jig and sent to the fitting out shop where inwales, decks, rubrails, seats, floorboards and fittings were installed. Throughout most of the production years the hulls were built to a stock design; in the last couple of years of production prior to the sale to ABCO, the client could have the interior and deck fitted to his or her specification (mine is a custom fitted version). The Achilles heel of the boats is the joint between the hulls at the keel. If water is allowed to accumulate in the bilge, it gets in under the keel and into the plies at the centerline joint where it rots out the plies and keel. Unfortunately, because this is an area that is difficult at best to check, the rot usually goes unnoticed until it's too late to effect a reasonable repair.

Boats that have been kept dry, either by storing under cover or covered with a boat tarp, or stored upside down on blocks (smaller boats) are usually as strong today as when they were built. Some owners report that the transoms suffer delaminating of the plies at the outboard corners at the deck, where water has been able to attack the end-grain of the plies (mine suffers from this due to the previous owner's habit of storing the boat upside-down without adequate blocking to keep it far enough above the bare ground).

The other common complaint is that they tend to pound at speed. This is due in part to the very flat run aft, and partly due to most modern owners overpowering the hull in an effort to make the boat go much faster than it was ever intended to go. The original 12-footers were usually fitted with 15hp motors, my 15-footer was originally fitted with a 25hp Johnson. Current wisdom for a 15-footer is that 25 hp does just fine, 30hp to 40hp is about right, and 50hp is too much. For a 12-footer I would expect that 25hp would be the upper limit.

These boats have stood up remarkably well over the last half-century. There are still many of them in and around Mahone Bay and southwest Nova Scotia. There is currently a 15-footer advertised for sale in the regional newspaper, and there is a 22'-cabin cruiser style for sale just outside of Bridgewater. I know of at least five more within a fifteen minute drive of my home.

Given that the youngest of these boats is close to thirty-five years old, and that most of the boats were viewed as not being anything of great value or importance and therefore didn't get premium care, the fact that they have survived at all, much less in the current numbers, is eloquent testimony to the quality of their manufacture. I personally believe that they are tremendously undervalued and that if the antique boat cognoscenti become aware of them they will become a very sought-after vessel. If you have one, take good care of it; if you don't and you see one, buy it!

(This article first appeared in the July 2001 issue of the *Small Wooden Boat Association of Nova Scotia Newsletter* and is reprinted with their permission.)

SWBANS is a lively group of small boat nuts who make the most of Nova Scotia's short boating season and publish a colorful (full color photos!) and informative newsletter. They can be reached at P.O. Box 1193, Dartmouth, NS B2Y 4B8, (902) 461-2416, <swabns@fox.nstn.ca>, <http://fox.nstn.ca/~swabns>)

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# Normsboat

By Jim Michalak

Normsboat was designed for Norm Wolfe who had done a bit of cruising in a fiberglass production boat. He had joined with a group that travels far with their trailer sailers. But now he wanted the ability to motor, and also a boat that could be self rescued after a knock-down. Simplicity, quickness and ease of trailering, rigging, and launching were of great importance. Normsboat is 18' long, 5-1/2' wide, and about 600lbs empty. The prototype was built to perfection by Cullison Smallcraft of Silver Springs, Md.

A real motor mount is the first reality you face with almost any boat that is supposed to be on a schedule. Normsboat has a short motor well in the stern that is full width. Small fuel cans can go there too, as can extra anchors, boots, and all the messy stuff you don't want next to you in the boat. (Norm never did install a motor. He has always used a 10' sculling oar which you see lashed to the cabin top sticking out forward and looking like a bow sprit).

Just forward of the stern well is a buoyancy/storage chamber. Very important in a knockdown, a chamber like this will hold the stern up when the cockpit floods, keeping the boat level and preventing flooding of the cabin. Forward of that is a 6' long cockpit with bench seating giving Normsboat the capacity to daysail several adults. Forward of that is a 7-1/2' cuddy cabin right out of my AF4 powerskiff. It has a slot top which allows you to walk right to the bow of the boat. There is room to sleep two in the cabin but they have to be great chums with little gear. The idea was for it to be a nice solo cabin. And in the very bow is another draining well for the anchor.

In bad weather you cover the cabin slot with a tarp, or perhaps segmented hard covers well strapped down. In a practice capsize the cabin did not flood but the margin of freeboard at the slot with the boat on its side was probably no more than 6" and a wave could wash into the slot if left wide open. The capsized boat was very easy for a man in the water to right. But remember that any deep sided boat will be very difficult to impossible to reboard unless some sort of steps are previously arranged. In boats like Normsboat slots in the rudder to give the swimmer a toehold have worked.

The sail is right out of my AF2 sharpie except here it is rigged as a balanced lug instead of a gaff to make rigging quicker (it could also be rigged as a gaff). And the lug rig allows a lighter mast. The mast is stepped off center to one side of the cabin slot and you can walk right past it to work a bow anchor or set the sail, all with your feet on the boat's bottom with no need to climb onto the deck. A pivoting leeboard (keeps the interior wide open) and kickup rudder makes sailing in shallows very easy. Only one leeboard is used, braced to takes loads in both directions.

Fourteen sheets of 3/8" plywood with simple nail and glue construction. No jigs or lofting. Plans for Normsboat are \$40.

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It has turned back into summer again. It was in the 80s all Thanksgiving weekend and I have taken the air conditioner out of the shop in preparation for busting out the wall in that end to build some big doors. People always ask me how I get a boat out of the regular house door (3' x 6'8") in here. I just turn them on their side and carry them out. I haven't built a boat in twenty years that my wife and I can't do that with. Could do it with this Rescue Minor too (at 20' x 6'6") but I would have to take the engine out and that seems sort of undignified somehow.

That ain't why I am cutting the new door though, I just got so worried about how this peculiar boat (20', 20kts, 20hp, in 6" of water, and I didn't follow William Atkin's plans, is kind of worrisome) would act that I decided, before I dolled it up with all these wild notions and all, I might better take this hull to

## Building Hardware

By Robb White

the lake with just the naked engine and me and see what it does so I could stop right here (after more than a year of fooling around with it) and save a little face.

My plan was to fix it so if it worked, I could bring it back in through the big hole on the trailer, engine and all, and finish all the doo dads. I was planning to build me a little take-off hardtop too and didn't want to do that out in the yard or take the engine out again so I had planned to bust out the wall anyway.

Now, dammit, I have changed my mind, not about busting out the wall, I have always

wished I had a big door so I could bring lumber in easy and so I could shoot long stock out in the yard from the table saw and shaper (as it is now, I have to open the door to our little apartment and feed into the kitchen/living room, dust up the outfit). So, what I changed my mind about was sending the boat out the door in a half-assed condition.

I never have done that for fear that I might be able to convince myself that it was good enough working the throttle with a string and no cover over the engine, the battery just sitting there in the bilges, sucking fuel straight out of the nostril of the jug... things like that. I don't care if it don't do anything but just sit there and blow foam out the stern, it'll be finished and looking good while it does that.... all except for the little hard-top cuddy. I'll back her in here and put that on there after I finish the next paying job.... if I ever manage to re-attract one of these poor customers I put off while I fooled with all this. They all probably went and bought them Bayliners by now.

I am making progress though. I got the belt-drive transmission completely finished. It is operated by a home-made brass foot pedal. The default mode is forward and you stomp it down and hold it to get reverse. Neutral is half-way, like a motorcycle. I also have the rudder and tiller all finished. I was careful to copy the looks of William Atkin's notion of what the tiller should look like too. I have changed my mind about the throttle being worked by a twist grip in the tiller.

I kept remembering how that old Reynolds had that peculiar trailer eye sticking up out of the middle of the boat that I used to hold onto while I was standing up so I could see over all those children in the old days and now the boat is still liable to be full of children so I have to stand up at the tiller and I miss having something to hold onto when some quirk of wave gives me the blind-staggers. I am going to make something sort of like the old Reynolds had and put the throttle in that... might put the starter switch and the cutoff on it too.

Atkin had a pipe backrest for the stand-up helmsman to lean back on. They used to have a rig like that on motor whaleboats when I was in the Navy and the old boatswain mates used to put all that knotty small-stuff decoration on there and man, that thing would eat the hide off you when the whaleboat got to rolling (which it did most marvelously). I would much rather grab hold to something with my right hand.

About that brass foot pedal. I have always built my own hardware out of bronze or naval brass. I can build anything I want out of flat bar and rod. I have a lifetime collection of all sorts of odds and ends including a bunch of old Tobin bronze propeller shafts. I love them and am always looking for more. It is only the work of a little while to carve and forge most anything out of a bronze shaft. You can cut it on a regular wood working bandsaw with a regular wood blade (less than 12 teeth to the inch). Never cut any metal on a bandsaw without your glasses, especially non ferrous metal because a magnet won't pick those chips out.

I (wearing my glasses) once ripped enough 5/16" bronze rod to make half-round to cap all the laps on a twelve foot dinghy, doubled the weight (and price) of the boat but, you know, some Germans are particular in their notions. If you cross-cut a shaft (or anything round) on a bandsaw make sure you clamp it into a sliding fixture so it can't roll



Clutch Pedal.



Rudder head.



and bind the blade (I use a big old drill press vice, "Palmgren-USA", a wonderful thing). Bronze cuts and files most delightfully but you have to have sharp files (like a new chainsaw file). One of those Japanese hacksaw-blade wood rasps will eat it up too. I wish they made a round one. I am going to do it one of these days.... seems like all you would have to do would be rivet a bunch of them together at the ends and twist them into a spiral and figure out a way to hold them like that.

The best thing about bronze is how it brazes. With an oxygen-acetylene rig and some flux and bronze rods (I like those blue, flux-coated rods) you can just plain build up any little thing. I can easily fabricate a bronze Herreshoff cleat that you can't tell wasn't cast in Taiwan except that it is made, along with the gooseneck downhaul, in one piece, onto the bronze strap that encircles the block with the hole in it for the mast to go through. I also love a one-piece stem band with the top eye and the lower towing eye all made on along with the stemhead cap. All that is best brazed up out of bronze.

Brass is another story. Naval brass is hard to bend without fatiguing and it is hard to braze too. It cuts and files just as well as bronze and is about a quarter the price. Though they say it isn't suitable for below-water use because electrical corrosion eats the zinc out of it, I have used it for many years on small boats in salt water without noticeable damage. I imagine that if it stayed underwater on a big boat at the mooring, it would get et up, but it's fine on these little things I build. I think this clutch pedal is going to hold up fine unless I polish it too much with the Brasso.

About that brazing of brass. You can't actually do that with a plain copper alloy rod. If you heat it so hot that the zinc vaporizes, then you can braze the copper that is left with those copper/phosphorous sticks like refrigeration folks use, but that is even hard to do and the joint winds up porous and zinc fumes ain't good for you. Another way to join brass is with copper/phosphorous rod with some silver in it. The most common percentage copper/phosphorous/silver rod is fifteen percent silver. When you go to the refrigerant supply store, say, "I need me a tube of them fifteen percent sticks," (that's 28, 20" stalks, one pound). Here is my thirty dollar bill. You ain't gonna charge me no sales tax are you? This is a job situation." That'll keep them from knowing that you don't know what you are doing.

It is hard to braze brass with fifteens without flux though so add, "Lemme have a jar of that flux too." The man at the counter of the refrigeration place will probably say, "You must have got yourself in a mess." If your old Valiant is out of sight, say, "Naw, just trying to stock up my truck in case one of my men messes up on me." Silver solder (there is no real line between soldering and brazing and I won't worry the point) is some wonderful stuff. The next step up from 15% silver is 40%. There are two kinds of that, soft and hard. The silver colored, soft stuff melts at such a wonderfully low temperature that you can braze very thin stainless steel without distortion. It is pretty strong too.

I brazed the coolant day-tank on my old whaleboat up out of an old stainless steel fountain-soda container with it, brazed (soldered) the brackets and fittings on there too and though it was mounted directly onto the engine, it is still with me after nearly twenty

years of hard use (including sitting stationary, running wide open, twenty four hours a day for six days washing a big sailboat off the hill after a hurricane, twice. I need to write that story).

Because of the low melting point, soft 40% is not suitable for brazing stainless steel exhaust pipe. But there is the hard 40% stuff. It has a much higher melting point and is much more expensive than the soft stuff. One time, one of these special farm stuff stores went out of business here and had a bucket of leftovers about 99% off. I bought about three pounds of hard forties for \$1. Ain't life sweet? You know, as an aside, one of the Messers called me "Happy Robb White". That's right, but another good name would be "Lucky Robb White". The case of my wife is a good example of how that works.

Anyway, that hard silver solder is as strong as the brass and almost the same color but it melts at close to the same temperature so you have to get right to braze with it. The trick to all this is that the main mass of the metal heats up slower than the place you are working on with your little, sharp nosed torch. Brazing is a skill. It is still kind of easy to braze brass with hard 40% stuff though and real easy with flux. Refrigerant flux comes in a plastic bottle with a little brush made onto the lid. It is some kind of mineral (borax?) or something mixed into a white mud with water. It don't burn your nose and eyes quite as bad as acid flux but it does stink, particularly if you have to add a little after the brass is hot and burn the brush, then it stinks like burning hog hair. It is a big help for almost any soldering operation. You can easily solder carbon steel with old regular 40% tin, 60% lead with it but who wants to do that?

Now, I have to tell you something. There is something called 70% silver solder. Refrigerant people sell it by the stalk. They say you can solder copper to aluminum (electrolysis, where is your sting?) with it if you know what you are doing. If you buy more than about three stalks of that, the counter man is liable to vault over onto your aide and kiss you right smack on the lips.

The clutch pedal on the Rescue Minor is brazed up with fifteens and not much of that. I didn't waste a drop. I have to braze up the day tank for the cooling system and I'll have to use the precious soft 40% stuff for that but you can bet I'll calm myself down, clean my little torch and get properly psyched before I scratch the scratcher to the gas.

Did I tell you that you can braze copper tubing fittings to stainless steel with silver solder? I am going to braze a regular radiator cap neck on top of the stainless day tank too. I also have to braze up the stainless exhaust system which ain't nothing but a short curved pipe with a manifold flange and a little tube for the exhaust water. I am going to wrap the manifold with the copper tubing feeding the wet exhaust to cool it.

Since the engine is cooled with a keel cooler, I don't have to worry about any constriction problems. I might even fit a spray nozzle where the raw water is injected into the exhaust to see what that'll do to the noise, but since I have a diaphragm pump for the exhaust water, I don't want to fool with a strainer and certainly don't want to compromise with any other thing, like a spray nozzle, that might stop up. I used to braze the tubing to the cast iron manifold, but my experiments

have shown that there is no point to it.

I think I'll break with the tradition of absolute do-it-myself and get my cousin to weld the manifold flange on the stainless steel exhaust elbow where I am going to inject the raw water. I could do it with the hard, high temperature, silver solder and it would work but my cousin will do it for a little sack of smoked mullet.

You probably can guess that I don't have an electric welder and might think that I am ignorant of its use. Well, right and wrong. I don't have one, no tig machine or mig rig or anything because I don't do enough welding to amortize my investment and besides, I don't like arc welding. It is a frantic way to join metal to metal. Hell, I have welded so much trying to make a partial living that I can weld upside down with a drag rod and an AC machine.

I once got a job welding on destroyers down in a shipyard in Mississippi. They sent me down in the bilges of this thing to finish welding some tank metal to the plating that they had just tacked in. Man, they had gaps half an inch wide where the plating had distorted when they welded the outside and inside of the seams. Not only that, but there was inadequate ventilation down there and the other welders had already smoked up the place before I got started. People were welding within inches of each other and it was impossible to raise your lid without getting flashed. There were these diseased looking men x-raying all over the place. Shit, I backed my young ass out of that hell hole and turned in my hard hat and got in my Valiant and headed back to Georgia. What good is \$20 an hour if it kills you?

Oh yeah, the main reason I like to get my cousin to weld things for me is that I always take my hood with me and I love to snatch the electrode holder out of his hand and show the poor young man how to weld a flange onto a piece of pipe.

I got to tell you something about arrogance before I stop. The window of opportunity for credible (and it all ain't) arrogance is very narrow, that brief interval when you have had enough experience to know what you are doing but before you get too old to do it, you know, like how some men like to say about women, "If I just knew then what I know now." Yeah right, young man. Take my advice. Better get it while the getting is good.

Surflo diaphragm pump adapted. That's a little 20hp engine, ain't it? Only weighs 132lbs. For a scale reference, those hose fittings are 3/8"

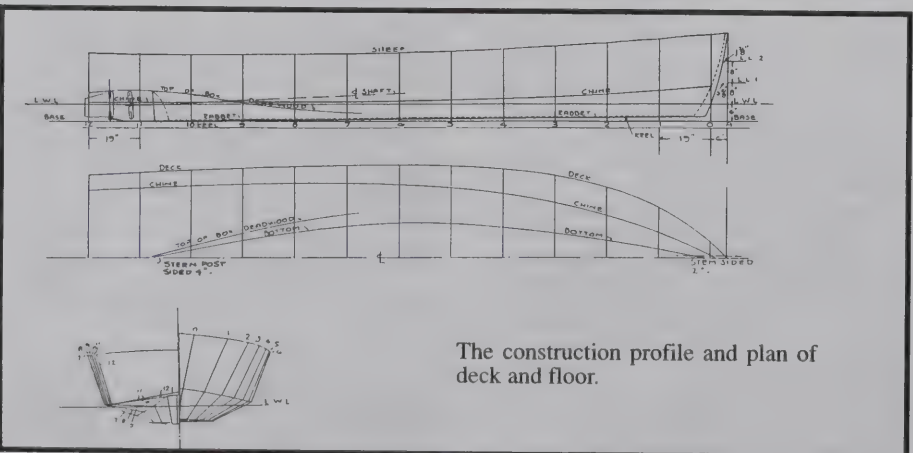
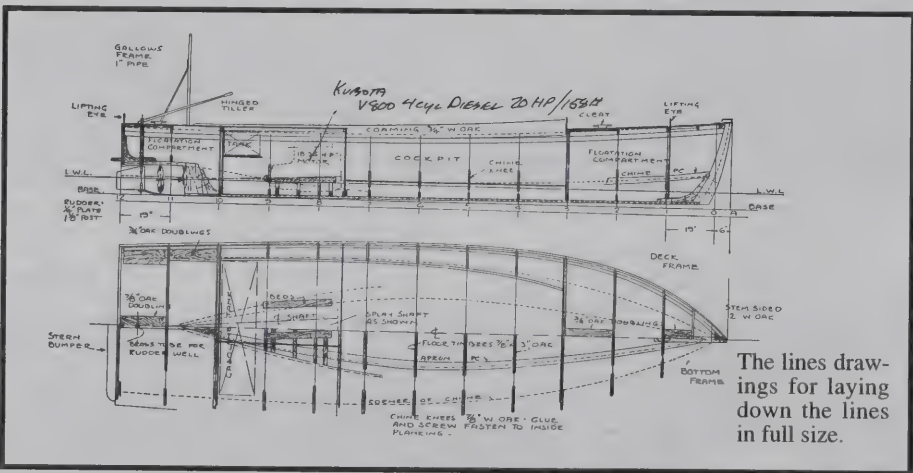




A hull after the manner of Rescue Minor is the ideal form for use in shallow water; and at the same time forms an excellent model for rough water service and for carrying a heavy load without increasing the draft greatly. It may not be amiss to say that this latest member of *MoToR BoatinG's* very large family is my five hundredth design. Not a few of these designs show shallow draft boats of the type of Rescue Minor in various lengths and proportions and for many services.

## By William Atkin

The profile and plan  
for the shallow draft  
boat Rescue Minor



Our subject this month has an over all length of 19'6"; water line length is 19'; breadth, 5'8"; and draft with two men aboard, 6". Underway at top speed the draft will remain at 6". The freeboard at the bow is 2'2-1/2"; at the stern 1'7". The underbody is unique and not easily copied unless data is available in connection with a large number of previous designs that have been built to and found to perform satisfactorily. The entire after body of the hull forms the tunnel for the propeller, and the forward body the means for supplying the water to the tunnel. Change one section without due consideration of the others and the hull will not perform to its best advantage. This characteristic is more so with this particular model of boat than with the more usual round or V bottom models.

The motor shown on the plans is of 91 cubic inch cylinder displacement and weighs 340 pounds. With propeller 10 inches diameter by 12 inches pitch the speed of the boat will be 17-1/2mph with the motor turning 2,000rpm. It will be noticed that the shaft angle is very nearly parallel to the water line; but that the center of the shaft is splayed to port about 5 inches at the motor flywheel. This splaying does several things; not least of which is to correct the side thrust of the righthand turning propeller, and therefore contributing not a little to the speed of the boat. The advantage of this splay will be felt also when the boat is backed.

The arrangement plan shows the motor under a suitable house in which are located the gasoline tank, battery, exhaust line, etc. There is a seat for helmsman to the starboard side of the motor house within easy reach of the motor controls installed on the side of the house. Hatch in top of the house, and removable panel in the forward end give ready access to the motor and its equipment. The gal- lows frame is for protection of helmsman if he requires clearer outlook while standing up on deck; the tiller is of hinged type so as to be handy for either sitting or standing.

The little boat was designed for service in connection with rescue work for the various wartime services, Army, Navy, Red Cross, Coast Guard, etc., and for this reason the cockpit is left free of thwarts and open for stretchers. For civilian use one might fit two athwartship seats and dispense with the after seat and gallows frame; these not being vital for pleasure purposes, nor for that matter, desirable.

In these times for most of us it is impossible to purchase water-resisting or waterproof plywoods. Since Rescue Minor is designed for the stern business of war service and as a con-



tribution to this effort the hull is constructed from this new material. From the keel to the deck the hull is sheathed with units of laminated wood.

The keel, it will be noticed, will be made from a single piece of waterproof plywood 1 inch thick and shaped as indicated on the drawing of the lines and on the construction plans. It should be of hard surface. Rabbet for the edge of each side sheet will be formed by apron made from 3/4" by 3" white oak full length of each side as indicated. Glue and screw fasten the aprons to the sides of the keel, driving screws from aprons into the keel.

The stem will be made from white oak sided 2" and moulded as shown. Rabbet must be cut to take the ends of the topside sheets or planking which, by the way, will be 3/4" thick. There must be a stem knee to secure stem to keel as shown; screw or through fasten this to stem and keel.

The propeller post will be made from white oak. This must have ample siding to come to the breadth of the keel a distance of at least 6 forward of the rabbet for the sheets forming the sides of the box deadwood. Horn timber will be sided 3"; moulded as shown. Stern knee attaches transom to horn timber. Make this from 3" white oak or hackmatack.

The stern transom will be made from 3/4" thick plywood. It should have doubling frame all around made from 3/4" x 3" white oak; glue and screw fasten frame to plywood. Like the boat Motoskiff, which appeared several years ago in these pages, and like the little arc welded runabout Hardshell, there are no frames in the construction. Two plywood bulkheads; one at station 2, the other at station 10, are all that are needed to prevent wringing and panting. The plywood sides and bottom are amply stiff and serve as both skin and frames. Since we are using new materials for building boats we should by the same token use new methods in building.

The boat will have to be built over forms so as to come out like the plans; but these will be removed before the shelves are fitted and fastened.

The chine pieces are of great importance in this type of construction, also the shelves. And so make these from strong wood, free from knots, and fit carefully from end to end. The chine pieces will be made from 2" x 3" white oak or yellow pine and should be in single lengths. Rabbet must be cut for the bottom and topside sheets of plywood which as mentioned before will be 3/4" in thickness. At the stem the rabbet piece will be tapered sharply and let into the sides of the stem; at the stern the chine ends will fit into the stern frame. These ends should be glued and screw fastened. It is not likely that the chines or the clamps will bend to shape without steaming.

The planking on the sides of the box deadwood will be made from 3/4" thick waterproof plywood. These should be preformed because there is a sharp twist here from station 6 to the propeller post.

The floor timbers and heavy timbers under the motor beds will be made from 7/8" and 1-3/4" thick oak respectively. These should be shaped properly from the laying down plan and fastened to the keel before the plywood planking is fitted and fastened. Use screws for fastenings, these being driven from the keel into the floor timbers.

Each side of the bottom will be planked with a single piece of plywood 3/4" thick.

Make template from 1/8" thick fir plywood to assure the correct fitting of the 3/4" bottom piece.

In a big shop where every facility is at hand, and plenty of manpower, small boats can be put together quickly by using big sheets of plywood, especially if built in quantity. But with one man working the large units are difficult to handle while being sawn to shape, or fastened. Personally I would rather build with my own hands in the old fashioned manner with a lot of small and comfortable-to-handle parts.

The plywood should be glued and screw fastened into the rabbets along the sides of the chine, keel, the stem, the propeller post and the stern transom; countersink only enough to bring the heads of the screws slightly below the surface of the plywood. One saving of time with plywood planking will be the saving in smoothing up or planing. This is already done by the factory.

The topside planking will be treated exactly the same as the bottom sheets. This will be easier to fit and to bend into shape, however.

There must be chine knees or gussets fitted over the inside of the chine pieces at each station line as shown. These will be made from white oak 7/8" thick and to the lengths indicated. Fasten these to the chine pieces and to the bottom and topside planking with screws driven from the plywood and into the knees.

The shelves will be made from 7/8" x 2" white oak in single lengths. Screw fasten directly to the inside of the topside plywood 2" below the line of the sheer. As mentioned above, the shelves will have to be steamed to bend to the sheer or sawn to the shape of the sheer. If the latter is done the steaming will not be required because then the bend will be only one way and without twist.

There are frames and bulkheads at stations 3 and 10, as described before. These should be put in after the clamps are in place. Bulkhead frames will be 7/8" x 3" white oak for sides and bottom and 7/8 by 2-inch white oak for the deck beams. Put frames and beams in first; then fit and screw fasten the plywood to the frames and deck beams. It would be well to open inspection hatches in each bulkhead about 1' by 2'. Use plywood for hatch, simply screwing this against the bulkhead with 1-1/2" overlapping joint.

The deck beams will be made from 7/8" x 2" white oak set on 19" centers. Fasten ends of beams to shelves with long wood screws. In the way of the motor housing the deck beams extend somewhat past the center line to reach the starboard side of the motor house as shown. Motor hatch cover will be same type construction as the deck itself. Notice that doubling pieces made from 3/4" white oak are spaced under cleats, galleys frame fairlead, etc. These are very important if you expect to have a strong foundation for attaching these fittings. The crown of the deck beams will be 1-1/2" in the width of the boat.

The deck will be laid with 3/8" thick waterproof plywood and need not be canvas covered. Fasten to the deck beams with suitable screws and along the top edge of the side planking in similar manner. Make neat and tight joint here and before fastening set in waterproof glue.

The cockpit floor beams will be made from 7/8" x 2-1/2" white oak and spaced at 12" centers. The foot boards will be made from

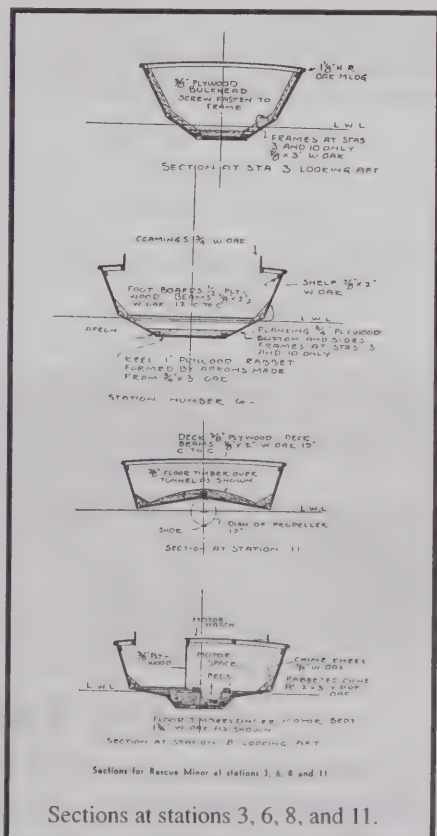
1/2" thick plywood. Cut suitable opening so as to get at the bilge for cleaning and pumping out water. Sides and end of motor housing will be made from 3/8" thick plywood.

Coamings will be made from 3/4" white oak as shown. These present little trouble in making or fitting since the cockpit opening is square ended.

Rudder post will be bronze with plate bronze for the blade. The upper end of the post should have keyway cut for a collar about two inches in diameter. Then pin collar to post. The pin for the hinge end of the tiller can also be of generous diameter to resist damage or wear. Rudder shoe should be a casting 3/4 inch thick and 2 inches wide, with hole in after end to take foot of rudder post. Top of rudder blade must drop down as shown, otherwise it will strike top of tunnel when hard over.

A boat of this general type, perhaps larger, would seem to me to be excellent for use by the army in many capacities in connection with amphibious operations in this far-flung war. I learn that the Japanese use air-propelled boats for shallow water service and for beach landings. My reaction to this after experience with air-propelled craft is that when bucking a 20-mile wind the boats stand still unless of extremely high speed and power. Then too, the struts that elevate the motor, the air propeller, and the necessary guards around the propeller, take up a lot of useful load space and at best add to the danger of the hazardous uses to which the boats are put. Not being a Japanese military man I would not know why they do the things they do. Perhaps it is an Oriental trick to lose the war at the earliest date possible. So, think fast Mr. Moto!

(Reprint from *MoToR BoatinG* magazine supplied by Pat Atkin of Atkin Designs, P.O. Box 3005, Noroton, CT 06820, <apatatkin@aol.com>)





From a distance he might appear a bit lost out on the islands, towing that luggage-looking box across a stretch of rocky shoreline. "First time camping?" you might be tempted to ask, as you size up his seemingly greenhornish choice of gear.

But then, as evening draws near, you may catch a waft of something that smells pretty good coming from that novice's campsite. "Is that a two-burner stove he's got over there? Where'd that come from?" you ask, as you boil up some rice on your Whisperlite. Darkness descends, and you see him enjoying a glass of wine, then cracking open a book to read by the light of his Coleman lantern. The batteries in your own headlamp are soon dead, leaving you to drift off to sleep, muttering to yourself.

When morning breaks, you awake to the tantalizing aroma of freshly brewed gourmet coffee. Knowing that the instant grounds in your food bag won't be nearly so enticing, you get out of bed, mug in hand, and make your way over to the source of that wonderful scent. Alas, you arrive to catch just a glimpse of your "ill-equipped" neighbor exiting toward the shoreline, his box clanking behind him as it rolls down the path.

**The Carry-On Luggage Camper:** For those of you who may have experienced something similar to the preceding fiction, I am happy to clear up the mystery of the "carry-on luggage camper". His name is Ted Scharf, and he's no novice. In fact, his seeming suitcase is actually a highly evolved piece of gear developed after years of island camping.

Put simply, Ted's boat box is made for convenient transport of camp cooking gear from his boat to an island campsite. It's constructed of fiberglass-coated balsa wood with teak trim, and it's about the size of a small carry-on suitcase. These dimensions aren't a coincidence, because the box is mounted on top of a metal frame pulled from an actual piece of wheeled luggage that Ted bought at Goodwill. The telescoping suitcase handle takes up no room in the boat, but extends at

## Great Gear for Island Adventures

### The Amazing Portable Boat Box

Reprinted from *The Island Trail* courtesy of the Maine Island Trail Association



Ted Scharf and his boat box.

the push of a button to make for easy transport over land. The wheels, though designed for polished airport floors, perform admirably when put to use on rocky island shores.

**Thinking Inside the Box:** The box's main compartment is accessible via a set of hinged doors that latch closed. Inside Ted stores just about everything anyone could possibly ask for on a camping trip. "People are always trying to stump me when we're out camping by asking for something they think I don't have," Ted says. "More often than not, they're the one's who get stumped."

When you look at the impressive list of gear that Ted carts around inside, you see that he's not kidding. The inventory includes a large cook pot, coffee pot, french press, coffee mug, cutting board, a Coleman lantern, plastic wine glasses, paper plates, salt and pepper shakers, and a whole supply of cooking utensils. Knives, forks, and other implements are stored in a zippered bag that is velcroed to the backside of one of the doors; once he reaches camp, Ted attaches the bag to a second velcro strip on the outside of the box, where it's out of the way but easily accessible.

Turn the box over and there is an open compartment with just enough room for a two-burner Coleman stove. Flexible straps snap together to secure the stove in place during transport.

**More Functionality:** The box is strong, which Ted can readily demonstrate by standing on top of it. He says it makes for a good seat too, whether at camp or on board the sparsely furnished MITA workboats.

While some might marvel at the box's versatility, Ted says he's not satisfied and that he's working on still more improvements. "I've been told I need to put a spice shelf on it, and it would be nice to have a lantern holder, too," he explains. He's also mulling over the addition of foldable legs, so that the box can serve as a tabletop.

Then again, Ted is also tempted to just start over from scratch, in order to fix the one glaring problem for which he doesn't have a solution. "The box is about a half-inch too shallow for me to fit in a roll of paper towels lengthwise," he says.

Some things you just can't live without...



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## Weekend Seminars on Boatbuilding Skills

By Craig O'Donnell

This year Chesapeake Light Craft will be giving weekend-long seminars in the new Annapolis classroom at 1805 George Avenue. For years CLC has been involved in week-long classes through the WoodenBoat School, but this is something new. These weekend classes will be fun for boat nuts of all experience levels. Join professional boatbuilders in our comfortable, completely equipped boatbuilding shop and immerse yourself in craftsmanship.

Classes begin at 9am Saturday morning and finish at 3:30pm Sunday afternoon. There's plenty of time for everyone to get their hands dirty, ask every question they can think of, and complete projects encompassing the basic skills which the class is devoted to.

We'll provide the space and all of the tools; you just bring your curiosity about the subject, work clothes, and a bag lunch. The first three on the schedule are:

**Marine Varnish & Brightwork, March 23-24:** Do you covet the gleaming varnished trim on the boat in the next slip over? A mirror-like clear finish on wood? In this two-day class, John Harris will focus on common types of marine brightwork; how to deal with teak and mahogany on trim and interior fittings, and the optional use of epoxy beneath varnish for deepened and prolonged gloss.

We will discuss different varnishes or finishing oils and their compatibility, so that boat owners can make informed decisions. The class is a learn-by-doing seminar. You'll leave with the ability to varnish like a professional. Cost: \$75 per person.

**Basic Marine Carpentry, April 13-14:** Almost every boat owner contemplates some woodworking project, large or small, to improve their boat. In this class, professional boatbuilder and Chesapeake Light Craft Production Manager Bill Thomas focuses on marine woodworking basics. Students will get a foundation in quality joinery and an excellent start for a larger boatbuilding project. Topics are tool handling, lumber selection, types of joinery, working with marine epoxy, and more.

All students will concentrate on a few small "bench top" projects prepared in advance by the instructor. For instance, projects might be a replacement hatch, a pair of teak or mahogany "Dorade" vents, a saloon table, or a galley cabinet. Cost: \$75 per person.

**Working with Marine Epoxy, August 3-4:** It's an adhesive. It's a coating. It's a filler. It really is waterproof, and it's as close to a miracle material as any boatbuilder will get. But it isn't ordinary glue, and there's a learning curve to climb before you can exploit marine epoxy's almost infinite advantages and applications. Instructor J.B. Currell (President of MAS Epoxies) covers what epoxy is, its many types, how to work with it, pitfalls, and its three basic uses: An adhesive, a fairing filler, and a liquid matrix for fiberglass sheathing and coating.

Students will try their hand at simple marine projects, learning, for example, how to make repairs in fiberglass, beautifully and permanently. Cost: \$75 per person. For registration information, call Diane at (410) 267-0137, Fax 24 hrs/day (301) 858-6335 or see our web site, [www.clcboats.com](http://www.clcboats.com).

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(Milachi 3:6)

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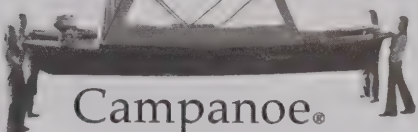
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## Bolger on Design

### Upgrades for Design #547 AS-29

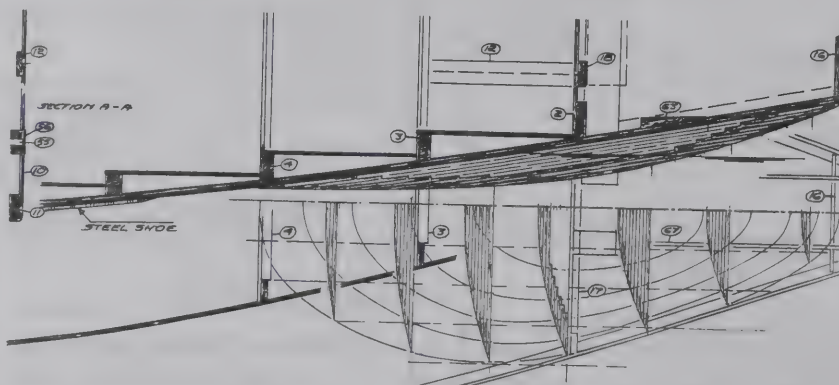
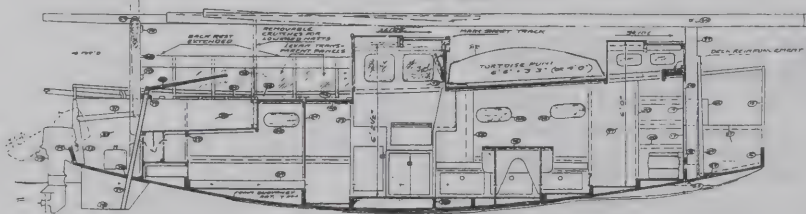
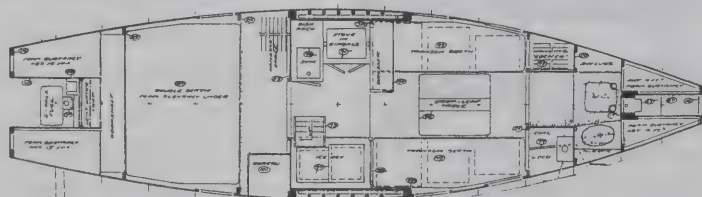
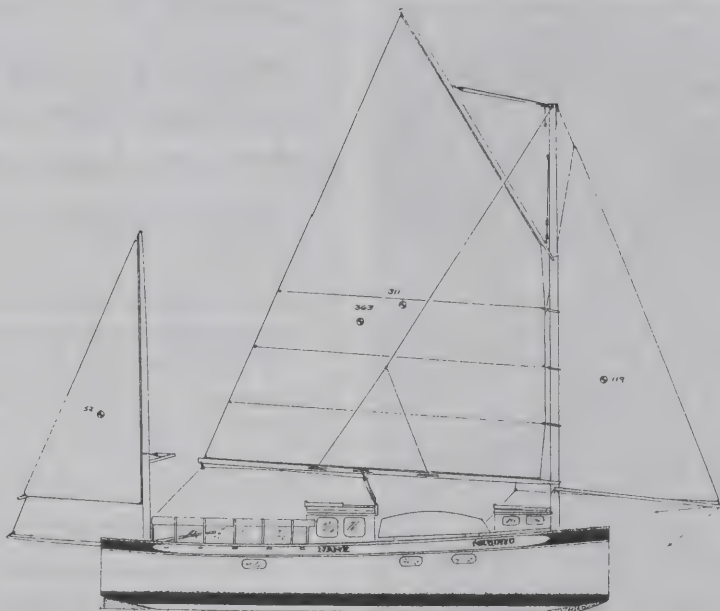
29'6" x 7'10" x 1'1" x 363/482sf of sail x  
 7,300lbs displ. x 2000lbs ballast

Designed in 1989 A(dvanced) S(harpie)-29s have been completed in the US, Canada, Australia, Norway with more under construction elsewhere (see also *MAIB* Vol.15 #16 of Jan.1. '98, p.28-29). Apart from a few minor embarrassing mistakes in the plans, they were the basis for successful projects realized by building novices with a dream of cruising, over non-boating related mountain-side carpenters working to competitive rates far up-country, or seasoned boat-builders in regular yards.

They have been readily roadhauled long-distance for first launching while at least one has been repeatedly used in migratory amphibious exploits from coastal liveaboard episodes back up the bay, the creek, beyond the low bridge, to be stored by tractor and make-shift trailer for a while behind the barn on the old farm. They seem to give good service in a good variety of use from canal and riverine cruising over inland-sea and coastal adventures to island hopping in the Caribbean. With, oddly, some builders staying out of touch, we do not have firm numbers as to how many there actually are afloat and in use now.

But interest in the design continues, as does our sporadic thinking about incremental improvements that would otherwise not compromise her straightforward structure, layout, performance, and designed-in positive buoyancy to amount to likely unsinkability. Owners have shared with us their adventures and offered comments for desirable alterations typically seasoned by extensive experience aboard their craft. No doubt this first round of upgrades for #547 will induce further feed-back on other details worthy of rethinking after 13 years since her inception.

The upgrades center around more headroom in the head with a tall hatch moved forward some, consequently a higher deckhouse as well, with more light through more windows in both, relocating her mainsail traveler, moving the mainsail upwards some to clear everything, offering a vastly extended backrest running from house aft to stop parallel with the mizzenmast, upgrading her dinghy-storage from accepting a 5'6" x 3'3" Shoebox to a 4' wide 6'6" long Tortoise, "armor-plating" her bottom by locating her 2000lbs of ballast outside in steel-plate sections, and at last a simple solution to more or less effectively minimize her "chattering" at the bow when at rest.



Anti-phlumpling bow modification.



Head's headroom now amounts to 6' under the closed forward sliding hatch, up from 4'8". With the portapotti moved over, a reasonably acceptable posture can be assumed now to tend to matters personal. We moved the overall hatch location forward some to allow a longer dinghy stowed between it and the deck house aft. This in turn required cutting through some deck structure which was mitigated by adding the broad horseshoe-type reinforcement on deck running from side to side tying strengthening again the connection between port and starboard clamps, deck-structure, hatch, and tabernacle.

The windows are supposed to match those newly cut in the raised deckhouse, and certainly will dramatically add light (optional Wiley-window aft) while now a solid hatch (with solar-panel?) is possible. The fore-and-aft length of the hatch has been reduced to allow sliding it forward against the tabernacle, as flipping it over or sliding it aft would either collide with main boom or the dinghy. But it is the usual width and will serve as egress assuming "the pot" has not gotten out of control completely, unlikely amongst the rare breed of AS-29 owners. While the hatch is short the house under it is double its length which, in conjunction with the deck reinforcement, results in a shelf forward useful for locating more things that will slide across with each tack.

Deckhouse height grew by 7"-8" as a consequence of the appearance of that tall forward hatch in the arguable interest to still arrive at an acceptable profile of her overall. Here the option is shown to raise the floorboards under the galley as well to gain quite useful provisions stowage for cans, bottles, jars, and flat bags/sacks, while still retaining 6'2"+ headroom; taller crew will have to forego that beer-stash below. The tallish house in comparison to her original silhouette invited tallish window geometries all around for more light and with a Wiley-window on its forward side adding airflow for cooking in rain and when her quite good ventilation between collision-bulkhead and aft bulkhead benefits from more movement yet.

Mainsail traveler was relocated to the upper forward edge of the deckhouse, opening up the cockpit some in way of the bridge deck at least when in port, with various options to run the sheet aft over or around the house. Traveler here is assumed to be the usual aluminum extrusion type such as Harken, since this will allow positive traveler-car control for hard-in sheeting while offering a good amount of desirable boomvang, one of very few pieces of seriously "yachty" hardware aboard her.

Rig has remained untouched except for moving the mainsail upwards by about a foot in order to clear deck-hatch and house alterations below, and to allow replacing the gooseneck assembly on the tabernacle's backside with a likely cheaper and stronger boomjaw geometry controlled by shackled parrel and downhaul. Lazyjacks and topping lifts will continue to work as initially drawn. Make that boom downhaul longer, run it along the deck edge all the way aft for immediate control from the cockpit as you'll be able, for instance, to raise the boom higher without sail shape distortion from the topping lift, when moving with a reef in and amongst short seas out of the wrong quarter where the boom might dip.

Cockpit became somewhat more secure,



Anonymous AS-29 in light air.



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especially with smaller children aboard by running that backrest from the house aft to stop parallel with the mizzenmast, filling in the area under it with 1/4" polycarbonate to allow spreading of charts, sunglasses, Teddies, and muffins without them blowing away or racing overboard during puffs. In nasty conditions the distance between companionway and cockpit footwell might seem somewhat shorter as well. Relocating the traveler might now allow a Bimini top of sorts or even sort of partial hardtop to mount more photovoltaics on.

Dinghy storage was upgraded from accepting a 5'6" x 3'3" Shoebox to a more capacious 6'6" x 4' Tortoise more suitable for two adults+. Will the old Shoebox fit under the new Tortoise?

Ballast was reconfigured from internal to external, offering the option of using multiple sections of through-bolted 1/2" steel-plate (see December 15 issue), galvanized or just high-end painted, to armor-plate vast areas of her bottom against catastrophic damage from running over matters harder than her. Certainly grounding out over a tide or reasonably care-free routine beaching-maneuvers will be even more tempting as risks from unexpected bottom features are significantly reduced.

Another serious motivation behind this option is to avoid the various challenges and potential problems of pouring your own lead ballast in whatever form/size, leaving the cutting, drilling, pre-bending, surface-prep, coating, and delivery of her ballast to experienced third parties, likely to a comparatively reasonable rate, both since there is less "marine" markup risk (unless you tell them what it is for!), and since steel is quite affordable and as an investment can be calculated as protecting

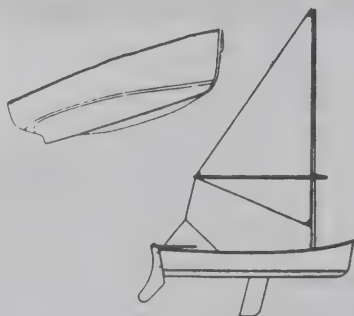
her bottom against positively more expensive bottom-repair/rebuilding sessions. We offer the plate layout and hole-drilling schedule, and you'll give them a 1:1 template for the actual arc your bottom has, as unless they bend it for you to the exact shape, you'll go nowhere tackling 1/2" plate.

"Anti-Phlumping Bowshape" between her bow proper and a good distance abaft the waterline at rest was introduced for more restful nights in ripples and waves. We see little reason to doubt the effectiveness on both new construction and existing hulls of this simple layering and shaping of 10 layers of 1/2" plywood in the familiar form of topographic lines defining her limited-length bow arc-bottom applique. Whether assembled in place when still upside down during hull construction, or built separately over a wax-papered bottom rocker mock-up for attachment to an existing hull this seems to us a reasonably simple solution to more or less effectively minimize her "chattering/crashing/phlumping" at the bow when at rest. 2"+ ply strength across added to her bottom structure should also add some "beaching-prowess" or just comfort offshore, in both cases complementing her steel shoe. The weight of the plywood will be balanced afloat by its addition of buoyancy to her bow, resulting if anything, in a slight nose-up attitude.

Yes, as one AS-29 shows very nicely, the deck house can be extended aft for more volume below if trading deck area for it is sensible in a particular climate and the master berth protected from rain/spray via hatch. (Original plans on 4 sheets plus 2+2 Upgrade sheets are US \$400, and \$100 for Upgrades only.)

Tom Patchen's *Lady Kate* in very light air.

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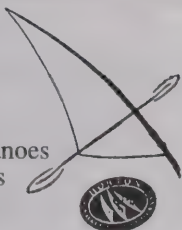
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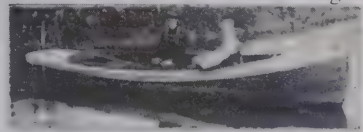


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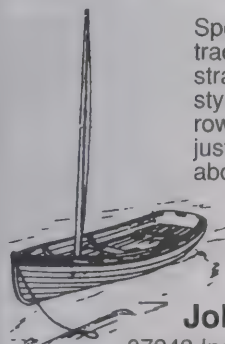
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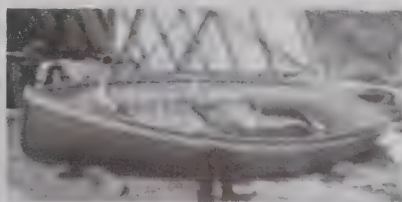
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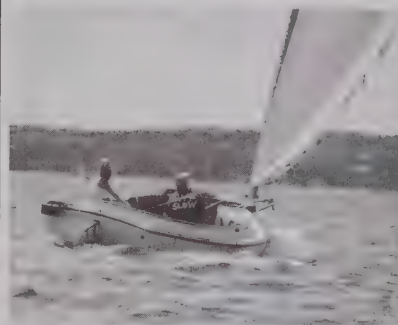
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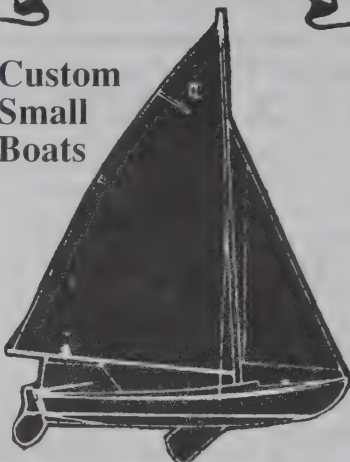
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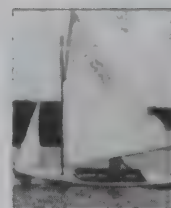
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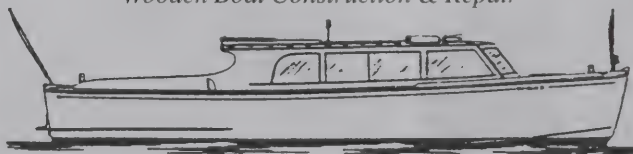
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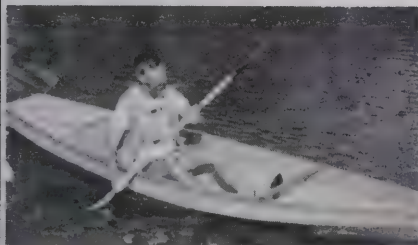
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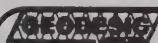
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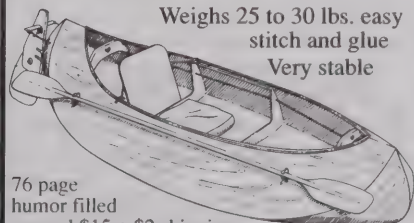
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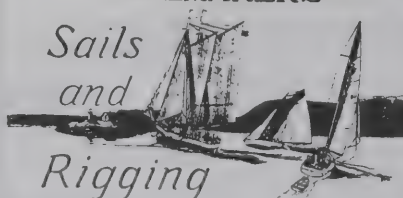
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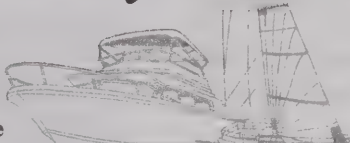


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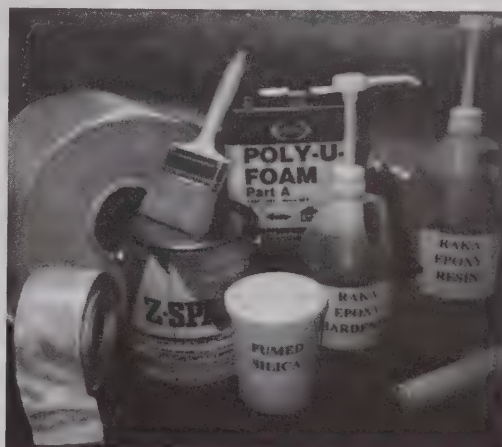
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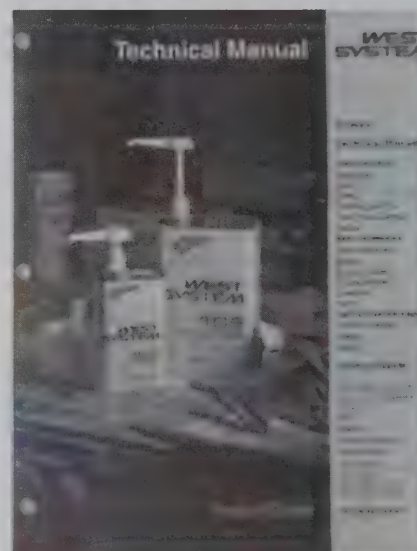
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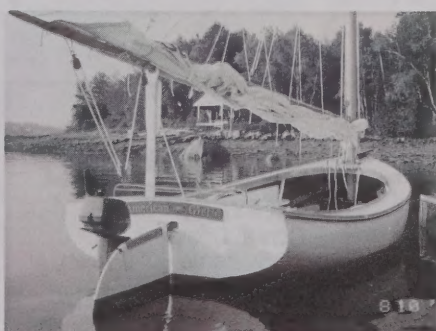
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**Lund Alaskan**, SSV 18'6".

R. CARLSON, Sandwich, NH, (603) 284-6800. (18)

**Small Rowboat**, 8'-10', used, narrow Whitehall type, hopefully lightweight.

CHARLES SMITH, Cambridge, MA, (617) 354-3471. (18)

**PennYan Swift**, 12' runabout, or Aristo-Craft Torpedo (2 seater), 14' runabout.

JIM MANNING, Beverly, MA, (978) 922-6655, <pegrettiM@aol.com> (19)

**Small Boat**, 13'-15', single cyl engine 5-8hp.

GERRY BUNTING, 150 Willow St., Roslyn, Hts, NY 11577, (516) 621-8886. (19)

## SALES & RIGGING FOR SALE

**Sea Pearl 21 Sails**, new, unused, SuperSails, main & mizzen, standard marconi, white, no stripe, no logo, no UV protection. \$525.

ANDY KEETHLER, Beaufort, NC, (252) 728-4349, <keethler@starfishnet.com> (18)

## GEAR FOR SALE

**Mariner 8hp**, '88 Model 8C long shaft twin, vertical rope start, w/charging coil & vertical lift mount. Zero time since new, properly stored. \$1,100.

FRANCIS ROMANO, 11 Morgan Pl., Enfield, CT, (860) 749-1813. (18)

**'35 Neptune 2hp**. \$100.

ROBERT O'NEILL, Brick, NJ, (732) 477-1107. (18P)

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WINTERS BROTHERS, P.O. Box 494, Caledonia, MI 49318. (21P)



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#### GEAR WANTED

Used Water Rower Machine, working cond, in New England.Gd home, won't work it too hard. WAYNE DONELSON, Ashburnham, MA, (978) 827-6639, <donelson@tiac.nec> (19)

Swap, 50hp 4 cyl Mercury OB w/short shaft, my boat takes a long shaft. Want to swap motors or find long shaft w/blown powerhead from which to salvage long shaft lower unit. BOB WHITTIER, Box T, Duxbury, MA 02331, Fax (781) 934-1392, <whittier@mymailstation.com> (19)

#### BOOKS & PLANS FOR SALE

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3. EPOCH PRESS, 186 Almonte Blvd., Mill Valley, CA 94941 (TFP)



Nutmeg (aka \$200 Sailboat), Bolger design, 15'6"x4'6". Plans w/compl directions. \$20. DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28411, <davecarnell@att.net> (TFP)

Unused Boat Plans, kayaks & canoes. Marine books & magazines such as *WB*, *PBB*, *MAIB*, *Sea Kayaker*, etc. Send for list. JOE D. COX, 3989 N. 900W, Farmland, IN 47340, (765) 468-8569, <joeedcox@hotmail.com> (18)

*Row to Alaska by Wind & Oar*, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid. NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221 (TF)

Plans, for R.H. Turner's Jarcat catamaran. \$150. Wittholz 18' Downeaster runabout, incl 3 *WoodenBoat* "How To" mags. \$50. RAINER K. KERN, (281) 342-2692, <bubba6@evl.net> (18)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

BOAT PLANS & KITS - [WWW.GLEN-L.COM](http://WWW.GLEN-L.COM): Customer photos. FREE how-to information, online catalog. Or send \$9.95 for 216-PAGE DESIGN BOOK, includes FREE Supplies catalog. Over 240 proven designs, 7'-55'. "How To Use Epoxy" Manual \$2.00. GLEN-L, Box 1804/MA2, 9152 Rosecrans, Bellflower, CA 90707-1804, 562-630-6258, [www.Glen-L.com](http://www.Glen-L.com) (TFP)



Build 13-1/2' of Bliss, from 2 sheets of plywood. Plans \$26. Illustrated leaf let of 16 craft \$2. DENNIS DAVIS, 9 Great Burrow Rise, Northam, Bideford EX39 1TB, England. (EOIP)

*From My Old Boat Shop*, Weston Farmer's great book republished with added Farmer material. \$49.95 + \$3 S&H, or send SASE for descriptive bulletin. WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391 (TF)

*WoodenBoat Magazines*, #6-160, some missing. Nobody wanted the whole lot for \$300 so they're available individually while they last at the following pricing postpaid: Single issue \$5, 6 issue packets \$18, 12 issue packets \$30. I'll prorate odd amounts to suit. Call w/your needs, I'll hold your issues awaiting your check. BOB HICKS, Wenham, MA, (978) 774-0906, 6-9pm best. (19)

Copies of *Pans*, from 20 *Boats*, *Boatbuilder's Annuals*, *Boatbuilding Annuals*, *Motorboating* Ideal Series. BILL SHAUGANESSY, 162A Lake Saunders Dr., Tavares, FL 32778, <jshaug3839@aol.com> (18)

*WoodenBoat Magazines*, 1995: 123, 125, 127, 1996: 133, 1997: 135, 136, 137, 1998: 140, 141, 144, 145, 2000: 152, 153, 154, 155, 156, 157. \$2.50 ea plus p&h. *Messing About in Boats Magazines*, 2000: Vol 18 Nos 1-14, Vol 17 Nos 18 & 20. \$3.30 ea plus p&h. HOLT VIBBER, Waterford, CT, (860) 442-7376. (19)

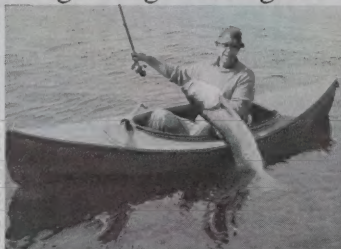
Flicka Sailboat, 20' lod, 1 only compl set of blueprints, plans to build one boat. \$350. GEORGE HAUX, Skaneateles, NY, (315) 685-6222, <haux@localnet.com> (19)

#### MARINE RELATED ITEMS FOR SALE

Free Acrylic Painting of Your Boat, will still do free pictures of your boat but \$50 for 9" x 12" & \$100 for 18" x 24" will get your painting done first. Send no money until you get a painting you like. SAM CHAPIN, 3A 12th Ave., Key West, FL 33040 (TF)

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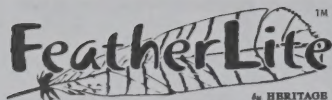
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*Them days are gone forever.*

A late 1800s photo showing two pine dugout oystering canoes, a rowing skiff and a two-masted sharpie all in use on the Connecticut River, from a hard-to-find book, *Oystering From New York to Boston*. With thanks to Craig O'Donnell for the photo.





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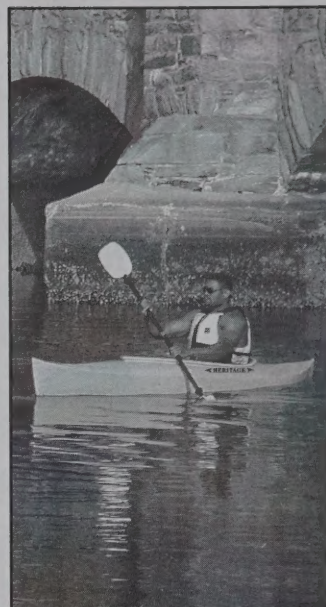
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Carrying Capacity	300 lbs.

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FeatherLite	\$299
FeatherLite Pro	\$399



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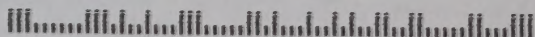
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